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# The China Mail

ESTABLISHED 1845

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 Manager—RALPH A. COOPER.  
 Registered Optometrist by Canadian Govt. Exam. F.I.O. (London)  
 (Personal Attention)

No. 27,230 HONG KONG, SATURDAY, JULY 13, 1929. PRICE \$3.00 Per Month.

## ENGLAND'S BOWLERS IN FORM

### EVE OF THIRD TEST

#### GLOUCESTER CHECKED, BUT LEAD COUNTIES

#### KENT COLLAPSE—AND WIN

While one of the batsmen provisionally selected to play for England to-day in the Third Test against South Africa at Leeds appears to have done anything of note in the games, which ended yesterday—and probably some of them were not engaged at all—the names of three of the Test bowlers are in the cables among those who have returned fine analyses.

These are "Farmer" White (the captain), Tate of Sussex, and "Tich" Freeman of Kent, who was chosen for the First Test, did not play on account of an injury, and was omitted from the Second.

Among the six centuries, however, is R. H. Catterall, one of the few in the South African team who has visited England before, and an opening bat. He scored 117 against Wales and Vincent took five wickets in the same match.

Results at a Glance

Freeman (Kent)	5 for 99
Mitchell (Derby)	4 " 19
Tate (Sussex)	7 " 48
Root (Worcester)	7 " 45
Barnes (Wales)	6 " 28
Macdonald (Lancs.)	6 " 27
J. C. White (Somerset)	5 " 23
Nichols (Essex)	5 " 27
C. L. Vincent (South Africa)	5 " 70

**Six Centuries**

Lee (Derby) 118  
 R. H. Catterall (South Africa) 117  
 O'Connor (Essex) 116  
 Langridge, J. (Sussex) 110  
 Bates (Wales) 102  
 Ames (Kent) 101  
 Lancashire led Gloucester on the 1st innings.

Kent beat Essex by 72 runs.  
 Yorkshire lost first innings' points to Worcester.

Somerset lost to Derby by 132 runs.  
 Sussex beat Northants by an innings and 107 runs.

Gentlemen drew with Players.  
 Wales lost to South Africans by 10 runs.

**Counties' Positions**

Gloucester, the leaders in the county championship, retain first place although they only obtained three points out of a possible eight. They visited the holders, Lancashire, Kent, by a victory—after a collapse following a good 1st innings' score—against Essex, go up to second place, superseding Notts who were not playing. Notts are third. Next are Derbyshire and Lancashire. The position of the leading counties is:

Counties	Points	Games Played	Points Gained
Gloucester	16	92	
Kent	16	90	
Notts	14	83	
Derby	14	82	
Lancashire	16	82	
Yorkshire	14	72	
Middlesex	14	69	

The Gentlemen drew with the Players and had the better of the draw.

Derbyshire only made 94 at the first time of asking against Somerset yet they won, thanks to a fine recovery and good bowling by Mitchell. On the other hand, Kent started off well and then collapsed.

Another unusual feature was the 1st innings' check on the redoubtable Yorkshire by Worcester.

(Continued on Page 15.)

## BRITAIN TWO DOWN

### EUROPEAN ZONE FINAL IN DAVIS CUP

#### GERMANS WIN SINGLES

Berlin, Yesterday.

Germany is two up in the final of the European zone (qualifying competition) in the Davis Cup lawn tennis, winning both the singles matches from England on the first day of the contest.

Prenn (Germany) beat Dr. J. C. Gregory (Britain) 6-3, 6-3, 6-2; and Moldenhauer (Germany) beat H. W. "Bunny" Austin (Britain) 6-4, 6-2, 6-3.—Reuter.

[Each tie consists of four singles and a doubles match; so that of the two remaining singles and the doubles, Germany needs only to win one to qualify for the inter-zone final, against the winner of the American zone, the ultimate winners to meet France in the challenge round.]

## 85 MILLION GALLONS MORE WATER

### LONG WAY TO GO YET

#### LARGE INCREASE IN STORAGE IN RESERVOIRS

#### KOWLOON ALSO IMPROVES

Between 7 a.m. yesterday and 7 a.m. to-day the reservoirs of Hong Kong Island have taken in 85.26 million gallons of water, after deducting the quantity consumed. On the estimate of about 3 million gallons a day (restricted supply) this means that the Island has "gained" almost a month's water supplies.

As compared with the "steady" of Thursday and the 12 million gallons of yesterday, this is very encouraging indeed but there is still a long way to go. About a fortnight ago, it was stated officially that about 30 inches of rain were required to fill the reservoirs. An expert opinion to-day is that, in view of the last two days' rain having come two weeks after the estimate was made, at least another 24 inches or so are required! And it has to come soon with very few intervals, so that the ground in the water storage area will not become dry again.

**Record for This Year**

The 85 million gallons is easily a record for Hong Kong this year and Kowloon has a similar tale to tell. The increase, in the 24 hours up to 7 a.m. to-day on the mainland is 41.4 million gallons.

Although the rainfall varied, Tytamuk, the biggest reservoir in the Island, appears to have had most this time, the rainfall for the last 24 hours being:

Tydamuk	2.65
Tydamuk	3.80
Wong-nei-chung	3.22
Pokfulam	1.85
Kowloon	3.45
Shingmun (average of 8 gauges)	2.43

There is not much difference between the rainfall of the last 24 hours and that of the preceding 24 hours; but the "gain" is 85 million gallons to-day against 12 million gallons yesterday. This is explained by the fact that when the readings were taken yesterday, the full benefit from Thursday night's rain had not accrued. In the same way, there should be still further additions to the reservoirs to-day—and it is still raining.

## ILICIT DRUGS

### NO SEIZURES IN 1928 IN BRITAIN

#### QUANTITIES SMUGGLED

London, Yesterday.

There were no seizures of illicit drugs in Great Britain in 1928 states the British Government's report to the League of Nations. Illicit traffic in drugs exists in Great Britain on a very small scale. On the contrary reports of seizures have been received from British Colonies and Dominions, particularly from India and Canada, the United States and other countries, which showed that the illicit traffic was carried on vigorously throughout the year. Great quantities of drugs were smuggled particularly to North America, Egypt, India and China.

Great Britain continued to work in close co-operation with the Dominions, India, the Colonies, United States and other countries with a view to the suppression of the traffic.—Reuter.

## Water Reflections

### HOW AN OFFICIAL OPPOSED THE GOVERNOR

Reference was made in the "China Mail" yesterday to differences in the Legislative Council, in the year 1889, between H.E. the Governor (Sir John Bowring) on the one hand, and other members whom he alleged sinisterly opposed his scheme for constructing the praya.

One of the alleged opponents—at least that is the impression derived on reading between the lines of an authoritative treatise—was Mr. W. T. Mercer, the then Colonial Secretary, who apparently desired that certain surplus funds in the Hong Kong Treasury should be diverted towards the Colony's initial waterworks.

Such a state of affairs now is beyond imagination. Fancy, in the year of grace 1929, a Governor "stating publicly that some of the opponents of his praya scheme had openly avowed . . . a sinister purpose."

## Old Strong Times

### Although the Council in the old days had very few members, in

#### "RAIN" FORECAST

"S.E. winds, moderate; cloudy, rain" is the local weather forecast for the 24 hours ending at noon to-morrow.

But Sir John calls a waterworks scheme in Hong Kong a speculation! Comment is superfluous.

His hint of turning the job over to a joint-stock company at once leads the trend of thought to the present tendency to float public works loans, after capital expenditure had been provided out of revenue for many years. Perhaps the financing by loans of water and other works, is the *via media* between paying out of Government revenue and assignment to a public utility company.

**Chinese Difficulty**

Sir John said it was difficult to collect a water rate from the Chinese community. At least one of his successors must have heartily endorsed his opinion in this respect for, when meters were proposed for houses served from rider-mains (in other words, the classes invariably first in the front line when war on wastage is declared) wholesale opposition was raised by the Chinese masses and the project was shelved.

The Chinese suspected the scheme as a new method of adding to taxation; an existent economic difficulty was the sub-letting of houses into flats and the re-subletting into cubicles and bedrooms, with the attendant puzzle of dividing the water bill.

**Pay Gladly Now**

Rates (13 per cent. except in the outlying areas) are collected in Hong Kong, inclusive of the general water service. Those with meters constitute a minority. They pay a rental for the meter and also for excess consumption (i.e., quantity used above the allowance given in ratio to the rates paid individually into the Treasury). And, probably because the pendulum is now swinging the other way, the number of Chinese, both shopkeepers and householders, who desire a water meter on the present terms, or any other reasonable terms, has increased largely.

And if, to-day, there were a levy of so much per flat or house per month for water through the house taps, first pumped into Tytamuk reservoir from outside, the Chinese would pay cheerfully. [More "reflections" on Monday.]

**Onus on Government**

First of all, this former Governor denies that the onus is on the

## THE LANCS. COTTON CRISIS

### MASTERS' ACTION

#### FURTHER STEP IN WAGES' REDUCTION PROPOSAL

#### 2/6 IN THE £

London, Yesterday.

The Federation of Master Cotton Spinners' Associations have balloted in favour of the wage reduction proposal in both the American and Egyptian sections.

The Spinners' and Manufacturers' Association have sent out notices of a wage reduction of 2/6 in the pound, to take effect from July 29.—Reuter.

## HAN FU-CHU

### Shanghai, Thursday.

#### General Han Fu-chu, hitherto of Feng-Yu-shiang's Kuomintang, has offered to resign. General Han is officer commanding in Honan.—Nan Chung Kuo News Service.

Government to supply water out of public funds. All that need be said is that most, if not all, of his successors have taken the opposite view, even if some of them were much too short-sighted in calculating how the population—and its needs—would increase.

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## THE UNEMPLOYED PROBLEM

### "GETTING ON"

#### MR. THOMAS EXPLAINS THE DEVELOPMENT FUND

#### OPPOSITION APPROVAL

London, Yesterday.

The House of Commons has agreed to the Money Resolution, moved by Mr. J. H. Thomas with reference to the Colonial Development Bill, which will be shortly introduced. This will provide for the establishment of a Colonial Development Fund of £1,000,000 per year. The extension benefits the Colonial Stock Act and will facilitate the borrowing by certain Protectorates and mandated Territories, and the Amendment to the Palestine and East African Loans Act.

It will enable the interest to be added to the capital during the period of construction and increase the period of the loan.

**Unexpended Balances**

Mr. Thomas emphasised that the unexpended balances of the Development Fund would not be carried forward, as in his opinion this would make the colonies speed up their development plans.

He estimated the Fund would enable £40,000,000 worth of work being undertaken because many of the Colonies were prepared to carry out certain work if the Imperial Government guaranteed half of the interest for the period.

Mr. Thomas instanced as undertakable schemes the Sierra Leone Drainage, North Rhodesian Government Service Extension with a view to copper developments there and the construction of a railway to the Kenya and Uganda mainline.

**Opposition Support**

Mr. Amery, Sir Hilton Young, and Mr. Ormsby Gore supported the resolution.—Reuter.

## "MYSTERY" PLANE

### FLIGHT OVER KOWLOON THIS MORNING

#### WAS SHE FRENCH?

Interest ran high and there was much speculation among residents of Kowloon this morning as to the identity of a strange aircraft, which many observed to be flying over the Peninsula.

The machine passed over the Kai Tak aerodrome at 8.20 a.m., and attempts were made to signal to her but without success. She then flew over Kowloon coming as far out as Tsim-shatsui.

Residents of the European Y.M.C.A., who were having breakfast at about a quarter to nine had a close view of the "plane when she passed fairly low. There were no colours painted on the machine, so that it was not possible definitely to identify her nationality, but observers judge from the shape of her engine that she was a French aircraft.

This is confirmed to a degree by our aviators at Kai Tak who in a report to Command Headquarters stated "it is believed to be French."

After flying about for a time apparently taking a bird's eye view of Kowloon, the plane flew out to sea in the general direction of Macao.

If, as it is supposed, the aircraft is French, she is apparently bound for French territory at Kwong-chau-wan, and had most probably come from Indo-China on a test flight. No attempt was made to land her.

## A BIG DIVIDEND

The unusually high figure of \$87 per cent. in a local bankruptcy has been declared by the Official Receiver, as a first and final dividend, in Bankruptcy No. 15 of 1928, re Ka Lun Fook Kee, No. 94, Jervois-street, piece goods merchants.

## IS THAT SO?

### Thoughts Terse, Perverse—and Worse

The big dew—overdue.  
 A little drop of "juice" can't do us any harm—three inches of it in one day.  
 When the big tank burst near Watson & Co.'s depot did the watchman sing "A Life on the Rolling Deep?"  
 If much more rain falls many a good water supply idea may be washed out.  
 "Crops are affected" by the drought in Swatow.—Here the barbers report business as croppy as usual.

"Water Return" said a newspaper head line.—Where, oh, where?  
 Those who swear by the Chinese calendar swore still more on Monday—the hottest day of the Summer, according to many folk—when the aforesaid calendar called it "Slight heat."  
 Neil Drummond, the Taikoo skip, wants to know who was the Guy who whacked him so badly on the K.B.G.C. green.

The Silva lining was no good to the Club de Recreio when they fell to the C.C.C. (and Brightman) by five shots.  
 The "Daily Press" pleads for an infant welfare clinic for Hong Kong—three months after one was opened!  
 Did the K.C.C. skip who lost by 25-18 against Moss Jib, son, when the "S. C. M. Post"—and the "Telegraph", of course—changed his name to G. Jibson?

The second team of the K.C.C. must have been Raven mad when the Yacht Club skip imposed the penalty for being a man short?—They were evidently caught in the Webb and couldn't Lasham enough!  
 "The King of England has become a symbol" trumpets the Rev. A. Swann.—Scottish, Irish and Welsh symbols may for ever hold their peace.

It appears to be a Gamble whether the Boys' Brigade will be a success in Swatow in future.  
 In spite of the vast fortunes offered for water slogans a certain paper has had to fall back on this journal's "Don't Waste Water."  
 "All the world's a stage."—But how many are given a chance to rehearse their parts?  
 The modern girl is a masterpiece and, of course, hand-painted.

"Strawberries in Cartoons"—"Telegraph" (and "S. C. M. Post") advt.—"Mr. Punch" and Phil May please copy!  
 The first time a man kisses a girl she's supposed to be surprised; the second time she is sir-prised.  
 A Bridge "expert" in the "Telegraph" talks of "the first fineness in the Club suit."—Seems to be a rather fine point to finess.

"Women are becoming bald."—In one estimation no woman is becoming when bald.  
 "At present an attempt to describe the actual working of the telephone exchange would be futile," ejaculates the "Telegraph"—Correct for once!  
 We couldn't all be Solomons even if there were enough women to go round.

"Telegraph" heading: "Italy Flies Over Dardanelles."—Probably shifted up there by an earthquake!  
 Reuter's messages are sometimes rather puzzling. Recently a cablegram stated "Slessor sworn in Lord Justice", which the "H.K. Telegraph" informed its readers meant that Sir Henry Slessor had been appointed "Lord Chief Justice." The "South China Morning Post", of course, said "ditto." The "China Mail" stated that the appointment was that of "Lord Justice of Appeal," to which the "H.K. Daily Press" said "ditto." Home papers to hand prove us to have been correct—Sir Henry Slessor succeeded Lord Justice Sankar as a "Lord Justice of Appeal." You see the difference between the local papers?

## Blue Funnel Tender "Poseidon" Founders in Harbour



After grounding on Monday in Causeway Bay at a second to having taken 150 tons alongside the China Sugar Refining Co.'s wharf at high tide, the Blue Funnel Line's tender "Poseidon" foundered on Wednesday through the water having receded and took a list of 45 degrees after which she began to fill. The poop and funnel can be seen in picture on water level. At right a view of the stern and funnel of the "Poseidon" after the starting events of Wednesday.







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LOWE, BINGHAM & MATTHEWS Chartered Bank Building.

**TO LET OR FOR SALE.**

TO LET OR FOR SALE.—On Broadwood Road two semi-detached 5 roomed houses with Tennis Court and Garage to each house. Reply Secretary P.O. Box No. 22.

**FOR SALE.**

FOR SALE.—On Broadwood Road 3 roomed Bungalow. Reply Secretary P.O. Box No. 22.

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100-gallon Steel Drum for sale, these are good strong tanks for reserving water for household use, and are galvanised inside and outside, no rust will occur. Price \$15.00 each. Kwong Sang Hong Limited, or 134/6, Praya East, Wanchai.

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THE Undersigned have received instructions to sell by Public Auction

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Comprising:—Teak Hatstands, Chesterfield Couch and Armchairs, Glass Cabinets, Carpets, Rugs, Ceiling and Table Fans, Table Lamps, Gramophones, Desks, Curios, Ornaments, etc., etc.  
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**NOTICES.**

HONG KONG & SHANGHAI  
BANKING CORPORATION

IT IS HEREBY NOTIFIED that an INTERIM DIVIDEND of \$3 per Share, subject to deduction of Income Tax, has been declared for the HALF YEAR ending 30th June 1929, at rate of 1/11/18 per Dollar.

THE DIVIDEND will be payable on and after TUESDAY, 6th AUGUST, 1929, at the offices of the Corporation, where Shareholders are requested to apply for Warrants.

THE REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, 22nd JULY, to SATURDAY, 3rd AUGUST, 1929, (both days inclusive) during which period no transfer of Shares can be registered.

By Order of the Board of Directors.

A. C. HYNES, Chief Manager.

Hong Kong, 9th July, 1929.

**NOTICE.**

TENDERS are hereby invited for the purchase of any or all the following plant now at Colombo from persons willing to buy same, viz.:

(i) The Twin Screw Sea-going Hopper Dredger "Sir John Coode" built by Messrs. Simons & Co. in 1896.

Length ..... 216 feet

Beam ..... 40 feet

Depth ..... 15 feet

Hopper Capacity about 900 tons.

Fitted with triple expansion engines, steam steering gear, steam mooring winches, fore and aft; hopper door winch, and Ladder hoisting engine.

(ii) One Trawler Type Steam winch (Cyls. 8" x 13")

(iii) One Steam Windlass (Cyls. 6" x 8")

(iv) Two Steam Windlasses (Cyls. 5½" x 9")

(v) One Steam Steering Gear (Cyls. 6" x 6")

(vi) Two Steam Steering Gears (Cyls. 4" x 5")

(vii) Two sets of triple expansion marine engines of about 700 H.P. each.

Tenders should be addressed to the Chairman of the Tender Board, Office of the Controller of Revenue, Colombo, and should reach his Office not later than midday on September 24, 1929.

The dredger "Sir John Coode" and other plant can be seen on application to the Harbour Engineer, Colombo.

For any further particulars, please see notice in the Ceylon Government Gazette, or apply to the Harbour Engineer, Colombo.

B. G. DE GLANVILLE, Chairman.

Colombo Port Commission.

Office of the Colombo Port Commission.

Colombo, 18th June, 1929.

**HUMBER**

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Middle Level ..... \$21.00 "

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105, Des Voeux Road Central (Opposite Central Market).

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**TRAMS AND BUSES**

INTERESTING REVIEW IN HOME PAPER

**PROGRESS IN HONG KONG**

In the "Tramway and Railway World" for June 13 appears as the chief feature an illustrated article on "Passenger Transport in Hong Kong and Kowloon," with the sub-heading: "Despite China's Civil Wars Hong Kong Tramways maintain prosperity and institute motor omnibus routes."

The illustrations comprise a converted car with open deck and wooden roof; open top deck cars with canvas covering; Hong Kong water front as seen from Kowloon; map of Hong Kong Tramways; sketch plan of Hong Kong showing tramway and omnibus routes; latest top deck car; converted car with open top deck; interior view of part of car sheds; view of a section of the repair shop; and 25-seater omnibus.

We reproduce the text of the article:

With a past that has been satisfactory alike to the community and to its shareholders the Hong Kong Tramways, Ltd., has recently entered upon a sphere of still greater usefulness by instituting motor omnibus services not only on the Island, but on the adjoining territory of Kowloon. Hong Kong and Kowloon together were given the status of a Crown Colony in 1843, and the population is now about 800,000. The territory adjacent to and immediately north of Kowloon, known as the New Territories, was leased to Great Britain by China in 1899 for 99 years. A great future is prophesied for Kowloon, which is reached by ferry from Hong Kong in a few minutes and is rapidly growing, whereas the City of Victoria on Hong Kong Island has almost reached saturation point.

**Reclaimed Areas**

Situated at the mouth of the Canton River, the Island of Hong Kong consists of a series of hilly ranges, reaching at the highest point to about 1,800 ft. Save for the extensive reclaimed portions, Hong Kong can boast of little foreshore. It is on these reclaimed areas that the main business centre of the colony has been established. The rising slopes which form the background are dotted with European residences. With its wealth of foliage, its imposing business houses and public buildings, and its bold and rugged outline, the Island presents an impressive picture when viewed from the harbour, which lies between it and the mainland opposite. Here, on the hinterland, British territory runs inland for twenty-five miles or so, the whole colony, including Hong Kong, Kowloon, and the New Territories and a number of scattered islets, embracing an area of about 400 square miles. The harbour is a magnificent expanse of water, covering ten square miles at the mouth of the Canton River, with a narrow entrance at each end. It is as a shipping and commercial port that Hong Kong has leaped into a position of prominence. Old-established British firms fill an important role in the import and export business, and the ramifications of the native traders are even more widespread. Chinese merchants realise that they can trade here under stable and encouraging conditions, free from the tyranny to which in the past they have been subjected in their own land.

**Enterprise to be Encouraged**

At the outset of its new era of enterprise the Tramways Company has not found progress easily attained, but as the Government are British it should not be difficult to convince them that the enterprise of the company deserves the utmost encouragement. More important still, the willingness of the directors to accept the sole responsibility for providing motor omnibus or trolley omnibus services should be looked upon as a means of saving the colony from street perils and the deterioration of public passenger transport which has inevitably followed in towns where suicide competition has been encouraged.

The Government has not gone so far as actually to foster general rivalry. What has been done is that in October last the Hong Kong and Shanghai Hotels, Ltd., were allowed to provide omnibus transport to and from town and between their two hotels on a route that for 4½ miles competes with the tramways. As already recorded in the "Tramway and Railway World" the vehicles used by the hotel company comprised nineteen single-deck omnibuses made by the Vulcan Motor and Engineering Company of Southport, and such was the satisfaction given by their operation that a repeat order was recently placed for a further six omnibuses. The route is between Causeway Bay

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and Whitty-street, via Queen's-road, and it was subsequently extended at either end to Tai Hing village and Kennedy Town respectively. Due to the topography and general configuration of the Island, this route has the advantage of being the natural East to West artery and is a shorter and straighter thoroughfare than that followed by the tramway. The result is a falling off in tramway traffic.

**Important Route**

Why this important and advantageous route—the Queen's-road concession—was not worked by the company was explained to the shareholders at the annual meeting held in March last by Mr. B. D. F. Beith, the chairman. Four years ago the directors applied for authority to provide either a motor omnibus or a trolley omnibus service along the route in question and in March, 1925, the Government replied to the effect that Queen's-road was too narrow and that "the present tramway supplemented by jinrikshas appears to be sufficient." In August, 1927, the company repeated the application, but received only a formal acknowledgment. Acting on the assumption that it was only Queen's-road that was regarded as too narrow, the company on February 24, 1928, asked to be allowed to operate an omnibus service between Blake Pier and Tai Koo via Queen's-road Central, Queen's-road East and Caroline-road. Refusal again met them. Then application was made for sanction to establishing omnibus services anywhere along the tramway routes. Approval was given to that request, so that if it is thought desirable omnibuses may be run to Tai Koo, but not along the Queen's-road route.

**Kowloon Buses**

As soon as it became certain that the application would be granted the management placed an order for six 25-seat omnibuses, and these have been in service since November last, supplemented since by four similar vehicles. A development of even greater importance is the acquisition in January last of the Kai Tak Motor Bus Company in Kowloon. The management of the Hong Kong Tramways Company is in the enterprising and capable hands of Mr. L. C. F. Bellamy, M.C., A.M.I.E.E., M.Inst.T., formerly general manager of St. Helens Corporation Tramways, who has for his assistant manager Mr. F. H. Glover, A.M.I.E.E., formerly assistant and afterwards general manager at St. Helens, where both officials had experience of operating both petrol omnibuses and trolley omnibuses.

The directors have given hearty support to the policy of progress along modern lines, the general manager's aim being to bring the whole undertaking up to date on lines similar to those adopted by transport undertakings in Great Britain. The traffic department has been completely re-organised, better travelling facilities have been provided on every route, and the Chinese uniformed staff have a clear idea of their duty to the company and to the public. The tramway rolling stock has increased 25 per cent. and has received special attention. Up-to-date trucks with modern motors and controllers have been exacting traffic conditions of the present day. Totally enclosed up top decks are replacing the open type, with 50 per cent. better illumination and more comfortable seats. A considerable outlay has been made on the permanent-way in order to provide as smooth riding as possible, and the overhead equipment has been completely overhauled and modernised.

**Financial Success**

It is worthy of note that financial success in the majority of the twenty-four years of the company's existence has been achieved in spite of the enterprise being subjected to the same handicaps as is imposed on tramways in Great Britain, namely the clause in the Act of 1870, that requires that damage which at that time was caused by the hoofs of the horses which pulled the cars should be made good at the expense of the tramway operators. Thus the two tracks, the paving of the clear-way between the two, and margins of 18 in. on either side of the rails have to be maintained by the company in spite of the fact that nowadays the wear and tear is caused by other (and possibly competing) vehicles. Extending from Belcher's Bay to East Point and Happy Valley and thence to the village of Shaukiwan, the tramways have a total route length of 9½ miles.



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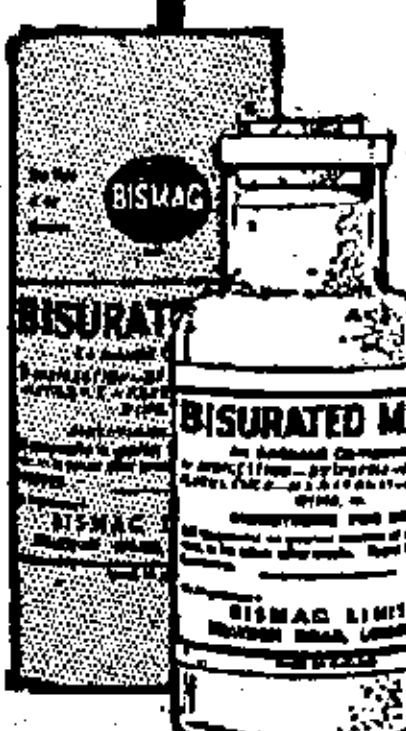
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the original length of permanent way having been equivalent to about 14½ miles of single track. For the first eight years of the company's existence no dividend was earned, but confident of the future development of Hong Kong the directors carried on steadily, to the advantage of the colony in several directions. In addition to maintaining a considerable portion of the roads along which their rails are laid the company pays a yearly royalty to the Government. In the last two years alone the amount paid was \$100,000. The service has been maintained at a high standard, improvements being constantly made in the cars and track and general service. Passengers are carried at much less than the fares specified in the Ordinance, and the claim is made that for a 5-cent fare so long a ride is given that no omnibus company could compete with the tramways and remain solvent.

**Traffic Receipts**

Traffic receipts in 1928 again constituted a record, notwithstanding several adverse factors, including a reduction in the British garrison, the temporary closing of two public gardens, the increase in the number of public hire motor cars on foot-ball days, and the omnibus competition already mentioned. The year yielded a total revenue of \$1,956,914.34, inclusive of interest and investment income, the total being \$75,526.94 more than in 1927. (The result in sterling can be obtained by dividing the figures by ten). After allowing for an increase in working expenses due to the running of more cars and a higher mileage than in any previous year, for an increase of over \$17,000.00 in the allowance for depreciation, and for a very full repairs and renewals programme, the profit for the year was \$970,940.35, or \$11.897 less than in 1927. The dividend paid was \$1.40 per share, the same as for the previous year.

**Early History**

It was as far back as 1881 that a detailed report was presented by a Mr. William Danby to certain promoters of a proposed tramway in the City of Victoria, Hong Kong, but it was not until 1902 that the company was formed. A contract was placed with Messrs. Dick Kerr & Company to undertake the whole of the work, including the power house, etc., and on July 31, 1904, the first car ran through the city amidst great excitement among the Chinese. The fleet consisted of 26 single deck cars, mostly of the toast-rack type, carrying 43 passengers. This fleet has been increased from time to time, and considering that Hong Kong is situated in the typhoon area, certain drastic changes in the design of the body have also taken place. For instance, in 1912 open top decks were added, and to these a canopy top and side screens were fitted later. This unsatisfactory covering gave way to a properly constructed wood roof and dwarf trolley base, and finally the top deck was totally enclosed.

**Rolling Stock**  
The rolling stock consists of 86 double deck cars, all the bodies of which have been built by the company at the tramway depot. The trucks are of the rigid type, having a 7 ft. 6 in. or 8 ft. 6 in. wheelbase.

The total weight of the body is about 5 tons. The seating capacity is for 32 passengers on the upper deck and 30 on the lower—total 62. The underframe is constructed of steel, riveted together by means of brackets and gusset plates, the steel angles being fitted with hardwood. The pillars and rails are of best teak with panels of galvanised iron, the latter being used owing to the adverse atmospheric conditions.

The dimensions of the car body are as follows:—

Length over collision fenders	29 ft. 0 in.
Length of body outside	20 ft. 0 in.
Width of body outside	6 ft. 10 in.
Height of inside lower saloon	5 ft. 10 in.
Height of inside upper saloon	5 ft. 9 in.

The upper or first-class saloon is reached by means of a 2 ft. entrance and stairway. The window

**PLEASE DON'T  
WASTE WATER**

dows are of the sash type, of simple construction to meet local conditions. The seating accommodation is of the transverse pattern, having double cane seats and spring backs. Six bulkhead fittings with electro-plated reflectors and 25-watt gas-filled lamps give adequate lighting to the interior, which has a white enamel roof and weatherboards, and green decency panels.

**The Decorations**

The lower or second-class saloon has a 4 ft. 6 in. entrance and longitudinal seats, thus allowing for plenty of room for standing and for baggage. The interior is finished in teak stain. The outside decoration of the car is dark green waist panels, green weather boards and white pillars and rocker panels.

The truck is the Peckham pendulum P 35, fitted with D.K. 105A light weight motors having a gear ratio of 67.15. The wheelbase is 8 ft. 6 in. and the wheels are 30 in. diameter on axle 4½ in. diameter. The electrical equipment consists of D.K. controllers, type K4, with grid resistances placed under the lower saloon seats. The total weight of the truck and electrical equipment is about 4½ tons.

The permanent way consists of 6½ miles of double and 3½ miles of single track (8 ft. 6 in. gauge) but the latter is being converted to double track as soon as portions of a new 80 ft. road, which the Government are constructing, are completed. The paving is either granite setts or asphaltum, the latter being preferred in the

(Continued on Page 5.)



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SIBERIA MARU ..... Wednesday, 24th July.  
TAIYO MARU ..... Wednesday, 7th August.  
SEATTLE, VICTORIA via Shanghai & Japan Ports.  
MISHIMA MARU ..... Monday, 29th July.  
IYO MARU ..... Monday, 12th August.  
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via  
Singapore, Penang, Colombo, Suez.  
HAKONE MARU ..... Saturday, 13th July.  
SUWA MARU ..... Saturday, 27th July.  
SYDNEY & MELBOURNE via Manila & Ports.  
AKI MARU ..... Wednesday, 24th July.  
KAGA MARU ..... Wednesday, 21st August.  
BOMBAY via Singapore, Penang, & Colombo.  
NAGATO MARU ..... Saturday, 27th July.  
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,  
Mexico & Panama.  
BOKUYO MARU ..... Monday, 19th August.  
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.  
BINGO MARU ..... Friday, 9th August.  
NEW YORK, BOSTON via Panama.  
ATAGO MARU ..... Tuesday, 23rd July.  
LIVERPOOL via Pori Said, Constantinople, Genoa.  
DURBAN MARU ..... Saturday, 20th July.  
CALCUTTA via Singapore, Penang & Rangoon.  
RANGON MARU ..... Monday, 15th July.  
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LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore  
Colombo, Suez and Port Said.  
ALTAI MARU ..... Thursday, 18th July.  
ATLAS MARU ..... Sunday, 11th August.  
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,  
Colombo, Durban & Cape Town.  
MONTEVIDEO MARU ..... Tuesday, 30th July.  
BOMBAY—Via Singapore & Colombo.  
SHUNKO MARU ..... Friday, 19th July.  
DURBAN, LOURENÇO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR  
& MOMBASA—Via Singapore & Colombo.  
CANADA MARU ..... Tuesday, 6th August.  
CALCUTTA—Via Singapore, Penang & Rangoon.  
BOERNEO MARU ..... Thursday, 18th July.  
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from  
Shanghai.  
ARIZONA MARU (From Shanghai) ..... Monday, 15th July.  
MELBOURNE—Via Manila, Brisbane & Sydney.  
HIMALAYA MARU ..... Wednesday, 7th August.  
HAIKONG—Via Hanoi & Pakhoi.  
NEW YORK—Via Japan ports, San Francisco & Panama.  
HAYANA MARU ..... Friday, 19th July.  
JAPAN PORTS.  
BATAVIA MARU ..... Sunday, 14th July.  
KEELUNG—Via Swatow & Amoy.  
BOZAN MARU ..... Sunday, 14th July, 3 p.m.  
CANTON MARU ..... Sunday, 21st July, 3 p.m.  
TAKAO—Via Swatow & Amoy.  
DELA MARU ..... Thursday, 18th July, noon.  
TAKAO & KEELUNG.  
BATAVIA MARU (Calls at Amoy) ..... Sunday, 14th July.  
For further particulars please apply to—OSAKA SHOSSEN KAISHA.  
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SHIPPING  
SECTION.

## EASTERN PORTS

PLAGUE, CHOLERA AND  
SMALL-POX

The health bulletin of Eastern ports for the week ended July 6, issued by the Director of Medical and Sanitary Services, gives the following cases, the figures in parenthesis indicating deaths:—  
Plague: Tamatave 2, Alexandria 2, Port Said 1, Bassel (1), Rangoon (3), Phnom Penh 5 (5), Saigon 5 (3).  
Cholera: Calcutta (41), Tuticorin 4, Bangkok 2, Phnom Penh 2 (1), Saigon 9 (8), Canton 3 (3), Bombay 28 (13), Calcutta 6 (4), Karachi 6 (6), Madras 25 (6), Moumein 1 (1), Negapatam 1, Rangoon 1 (1), Vizagapatam 2, Measasser 6 (3), Samarinda 9, Phnom Penh 5 (1), Canton 5 (1).  
Cerebro-Spinal Meningitis: Shanghai (5).

## THE "BERWINDLEA"

## SOME MODERN FEATURES

Speaking after the launch of the pulverised fuel steamer "Berwindlea," Mr. Hugh M. MacMillan, chairman of the builders, the Blythwood Shipbuilding Co., Ltd., Scotstoun, Glasgow, referred to the high hopes which everyone concerned entertained as to the ship's future. Much has already been written about the enterprise of her owners in designing her from the start as a powdered fuel burner, but in addition she represents the best and latest practice in the design and construction of ships intended to carry coal cargoes. As Mr. MacMillan pointed out, she is fitted with wing ballast tanks all fore and aft under the deck, with patent steel hatchets, and is as nearly ideal, he said, as is practicable for quick and automatic loading, stowing and despatch of cargo, as well as for good behaviour at sea. If this method of steam raising proves as satisfactory as is anticipated, it will contribute greatly to the invigoration of the British coal-fields. Messrs. Eldon and Sons, Ltd., Liverpool, are the owners' consultants.

## ANNUAL LEAVE

An annual leave case which presented considerable difficulties has at last been satisfactorily settled by the Imperial Merchant Service Guild, acting on behalf of one of its members. Some considerable time ago, as the member himself had not met with any success in prosecuting his claim, it was fully reported to the executive at headquarters, who took the matter in hand, but there was a number of points in dispute, and the Guild ultimately found it impossible to effect a settlement direct, as has often been done of recent years. It then remained for the case to be brought before the Navigating Officers' Panel of the National Maritime Board, in accordance with the rules laid down. Unavoidable delay has occurred in dealing with it owing to other pressing matters, which have been before the Board of late, but the case came up for discussion at a recent meeting when, after due consideration, it was finally agreed that the rules should fall within the correct interpretation of the terms of the Annual Leave Clause, and that the officer's claim should be met in full.

## A BRITISH SUCCESS

The latest reports are eminently satisfactory with regard to the tanker "Iranian," the first motorship to be propelled with the British designed and built Richardson's Westgarth engine. After running highly satisfactory trials over the measured mile at Skelmorlie in the loaded condition, when a speed of over 11 knots was attained at 90-91 r.p.m., the ship proceeded to Holyhead en route to the Mediterranean. The latest information by wireless off Lisbon is that the engine has worked satisfactorily in every respect. There have been no stoppages, and under the circumstances no troubles are anticipated. This admittedly is a very satisfactory performance, which reflects credit on builders and designer alike, and augurs well for the future success of the Richardson's Westgarth engine.

## FOR LIFEBOATMEN

Lord Derby and the French Consul (M. L. de Ledoux), at Wallasey Town Hall, presented, on behalf of the Royal National Lifeboat Institution and the Republic of France respectively, the medals and certificates awarded to the coxswain and crew of the New Brighton lifeboat in connection with the rescue of 23 of the crew of the French steamer "Emile Delmas" in November last.

The following were passengers from South Africa by the Union-Castle R.M.S. "Arundel Castle," which arrived at Southampton recently:—Sir Abe Bailey, Bart., Hon. Sir David Grant, Bart., Col. Sir David Harris, K.C.M.G.; Count Labia, Sir George and Lady Albu, Commander Talbot-Ponsonby, and Capt. B. C. Washington, C.M.G., D.S.O., R.N.

A recent New York message reads:—It is learned that freight rates to India, Ceylon and Burma by direct steamers and also by the transshipment routes will be advanced from July 1 approximately \$2 per ton weight or measurement, at steamer's option, on all classes of cargo.

A contract for two airships, both to be 785 feet long, for the United States Navy has been placed with the Goodyear-Zeppelin Corporation, whose hangar in which they will be built, measuring 3,000 feet, will be one of the largest in the world.

## LINER ORDER

GROWING TRADE WITH NEW  
ZEALAND

Newcastle.—Sir James Parr, the High Commissioner for New Zealand, opening the New Zealand section of the Empire Marketing Board at the North-East Coast Exhibition, made the announcement that his Government were negotiating with a northern shipbuilding firm for the construction of a vessel of considerable size. In his speech, the Commissioner paid tribute to the North-East Coast's effort, and quoted figures showing the growing export trade between British and New Zealand. Referring to the activities of the Empire Marketing Board, Sir James said that it was sometimes criticised, but criticism was often ill-informed and inaccurate. They would deeply regret, as would all the Dominions, if any step in future deprived them of the assistance of that Board.

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## DIESEL-ELECTRIC

BRITISH BUILT OIL TANK  
SHIP

A recent inspection of the Diesel-electric oil-tank ship "Brunswick" has revealed that the electrical machinery is in as good a condition as when first installed. The vessel is the largest Diesel-electric ship so far built in Britain; it has a dead-weight carrying capacity of 12,500 tons and a maximum displacement of 17,650 tons. The "Brunswick" was constructed by Messrs. Scott's Shipbuilding and Engineering Company, Limited, Greenock, and was completed in August, 1928. The manufacturers of the electrical propulsion equipment, and of the auxiliary motors and control gear, were Messrs. The British Thomson-Houston Company, Limited, Rugby. The vessel is owned by the Atlantic Refining Company, of Philadelphia, U.S.A., and, at the time of inspection, had covered some 45,000 miles in 7 months. She had travelled between California and New Zealand, Australia, and New Zealand.—"Engineering."

## TRAINING SHIP

TWO VESSELS TO SEARCH  
FOR HER

At the local office of the Eastern Asiatic Co., writes the Durban correspondent of the "Daily Telegraph," efforts are being made to find a suitable vessel locally to send out with the motor vessel "Mexico" in search of the lost Danish training ship "Koenigshavn." The company is of the opinion that two ships are necessary. They will work in conjunction and be in radio touch with each other. Commander Wild, who was with Sir Ernest Shackleton on the "Quest," has no doubt whether he will accept the leadership of the search expedition.

The feeling at Durban is that there can be but the slenderest hope that any of the "Koenigshavn's" complement will ever be found alive.

The first direct shipment of apples to Glasgow from Australia since the summer of 1923 has arrived at Prince's Dock on board the steamer "Nestor." The cargo consists of between 4,000 and 5,000 cases, and another large consignment of Tasmanian apples is due by the steamer "Telemon." Further supplies are expected later in the season.

Among the large number of passengers sailing from Southampton recently by the Royal Mail Steam Packet Company's motorship "Alcantara," were the following:—His Excellency Sir Don. J. Evaristo Uribe, Argentine Ambassador in London (Buenos Aires); Right Hon. Lord Bernard M.C., T.D., B.A., and Lady Bernard (Lisbon).

A party of 1,100 members of the Free Church left Liverpool last month on a pilgrimage to Canada at the invitation of the United Churches of Canada. The party embarked in the "White Star liner" "Doric," specially chartered for the occasion.

## SHIP ON FIRE

OUTBREAK IN CARGO OF  
COTTON

THE "GANGES MARU"

As reported exclusively in yesterday's "China Mail," the O.S.K. s.s. "Ganges Maru" entered port yesterday afternoon with a fire smouldering in her after hold. The ship, which had been in wireless communication with Hong Kong, entered port at 2 p.m., and anchored in Kowloon Bay where firemen in fire floats were waiting for her, together with a Police launch and another vessel carrying officials of the local office of the O.S.K.

When the "Ganges Maru" was boarded it was found that due to the efforts of the crew the outbreak had subsided, although it was evident that the fire was still burning among a cargo of bales of cotton. It was difficult to get to the seat of the fire, however, so it was decided to take the ship alongside one of the wharves at Kowloon. This was done at 6 p.m.

Firemen Handicapped  
A fireboat then went alongside the ship, and the firemen, under the supervision of Superintendent H. T. Brooks, and Mr. G. C. Moss, immediately got to work on the hold, which, when opened, gave out a strong smell of burning cotton. With the bales in the hold numbering 5,000, the firemen were naturally handicapped and in order to reach the flames, it was decided to unload the cotton.

This was accomplished in creditably fast time and then hoses were brought to play on the fire with such effect that soon the "clear" signal was given. As much of the cargo as possible was removed before the hoses were brought into play, but quite a lot was necessarily damaged by water. These were also discharged later, and the work continued until late in the evening. A small proportion of the cargo was actually destroyed by fire.

The First Discovery  
It was learned on board the "Ganges Maru" that the fire was first discovered at 11 p.m., on Wednesday whilst the vessel was at sea. Smoke issued continuously from the hold throughout Thursday and yesterday morning, but no flames could be seen. The ship was bound from Bombay to Kobe, via Singapore and in the ordinary course would not have called at Hong Kong. However, fearing that the flames might flare up at any time, the Captain decided to change course and make for Hong Kong.

## WATER BOAT SINKS

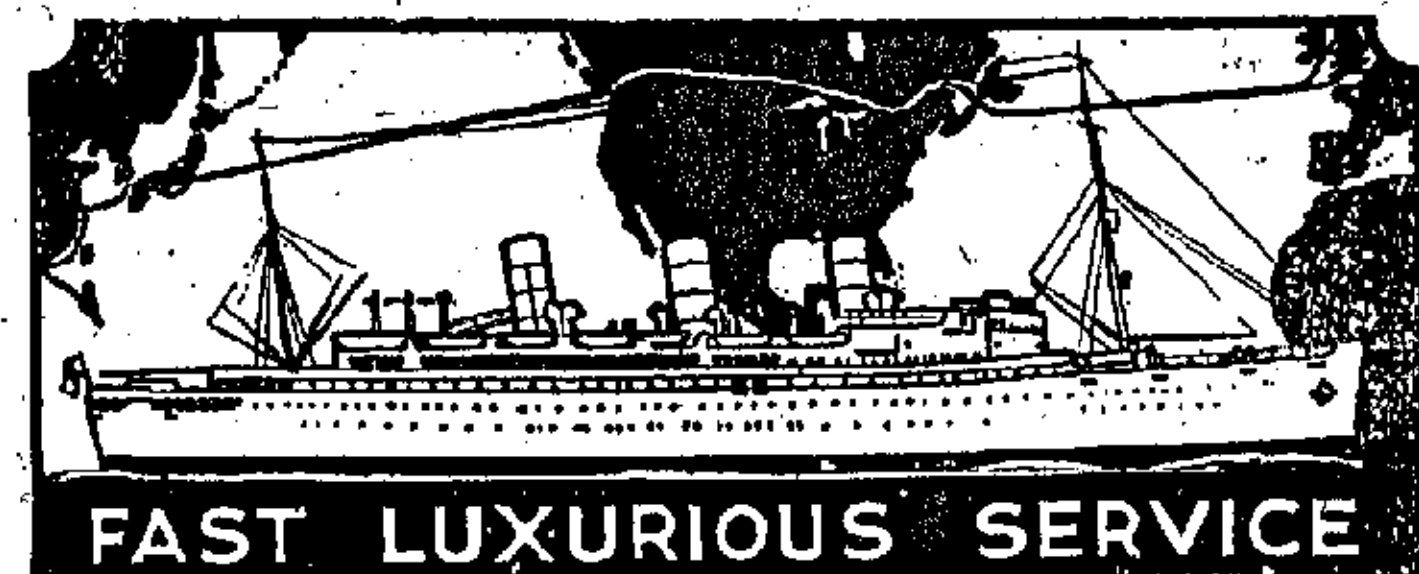
Yesterday while water boat No. 1678 V was being loaded with water, she capsized and sank. In a report to the police the master states that the vessel was being loaded at Ting Kau near Capatsum Pass. One hundred and twenty tons of water had been placed in the tanks when the boat suddenly capsized. A strong wind was blowing at the time and this may have been the cause of the mishap. Salvage operations on the sunken boat are proceeding.

## WARSHIPS HERE

The following are the warships at present in harbour:—  
At the North Basin:—H.M.S. "Tamar," L15 and L19.  
At the North Arm:—H.M.S. "Bridgewater" and "Sirdar."  
At the West Wall Dock:—H.M.S. "Castor," and "Sepoy."  
In Dock:—H.M.S. "Cicala,"  
At No. 8 Buoy:—H.M.S. "Moorhen."  
Foreign Men-of-War  
Japanese Gunboat "Uji."  
U.S. Gunboat "Guam."

## MOVEMENTS OF STEAMERS

The Ben Line s.s. "Benalade" from Leth. Middleburgh, Antwerp, London and Straits is due to arrive here on July 13 at noon.  
The M.V. "Japanese Prince" from New York will sail from Shanghai on July 13, and is expected to arrive here on July 16.



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couver in 14.

These ships connect with the summer  
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"Mountaineer," at Vancouver, enabling  
passengers to make the earliest sailing  
of a Canadian Pacific Atlantic liner.

## CANADIAN PACIFIC

Next sailing to the Pacific Coast  
EMPRESS OF FRANCE

6 a.m.—31st July, 1929.

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## BRITISH WUCHOW LINE

SAILING DATES FOR JULY, 1929 (Subject to change).

DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 2.00 p.m.

S.S. "TAI HING" [1,068 tons—Capt. Trott.]  
S.S. "TAI MING" [649 tons—Capt. G. J. Spink.]

JULY  
TUES. 16th FRI. 26th  
SUN. 21st WED. 31st

Regular Service of Fast, High Class River Steamers Having Good Accommodation for First Class Passengers, Electric Light and Fans in State-rooms and Saloon. The s.s. "Tai Hing" is fitted with Wireless.  
These vessels leave Hong Kong for Wuchow (via Samshui, Shihing, Nanking & Dosing) and return to Hong Kong (via same Ports) every five days.

Fares for round trip (not including meals) \$20. Meals & Wines are to be obtained on board.

Hong Kong Arrivals and Departures from Hoi On Wharf.  
For information apply to—  
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NEW YORK, BOSTON, &amp; BALTIMORE ... AMERICAN &amp; MANCHURIAN LINE

S.S. "CITY OF MANDALAY" ..... via Suez Canal ..... 15th July.

S.S. "CITY OF BEDFORD" ..... via Suez Canal ..... 9th August.

S.C. "CITY OF CANBERRA" ..... via Suez Canal ..... 10th September.

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BOSTON, NEW YORK, PHILADELPHIA &amp;

BALTIMORE ... AMERICAN &amp; ORIENTAL LINE

S.S. "SPRINGBANK" ..... 4th August.

MAURITIUS &amp; SOUTH AFRICA ORIENTAL AFRICAN LINE

S.S. "TINHOW" ..... 12th August.

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TAKING CARGO FOR

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PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
*ALIPORE	5,273	19th July	Straits, Colombo & Bombay.
*KHYBER	9,135	20th July	Marseilles, Casablanca, & London.
*KIDDERPORE	9,114	3rd Aug.	Marseilles, Casablanca, L'don & Hull.
*MALWA	5,334	15th Aug.	Straits, Colombo & Bombay.
	10,980	17th Aug.	Bombay, Marseilles & London.

\*Cargo only. \*Calls Casa Blanca.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Ekedival Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS.

TILAWA	10,006	24th July	Singapore, Penang & Calcutta.
SIRDIANA	7,745	30th July	Singapore, Penang & Calcutta.
TALAMBA	3,013	3rd Aug.	Singapore, Penang & Calcutta.
TAKLIWA	7,936	13th Aug.	Singapore, Penang & Calcutta.
*GURNA	5,248	27th Aug.	Singapore, Penang & Calcutta.
TALMA	10,000	28th Aug.	Singapore, Penang & Calcutta.
TAKADA	6,949	5th Sept.	Singapore, Penang & Calcutta.

\*Cargo only.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

## EASTERN & AUSTRALIAN SAILINGS (South).

ARAFURA	6,000	2nd Aug.	Manila, Sandakan, Thursday Island, & Australia.
TANDA	6,956	30th Aug.	Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	4th Oct.	
ARAFURA	6,000	1st Nov.	
TANDA	6,956	29th Nov.	

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hoilo, Cebu, Kolombogen, Tawau, Timor, Darwin, or other ports en route as indicated.

Frequent connections from Australia with the following:—  
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.  
The P. & O. Royal Mail steamers to London via Suez Canal.  
The P. & O. Branch Service of steamers to London via the Cape.  
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

## SAILINGS TO SHANGHAI & JAPAN.

*KIDDERPORE	5,334	17th July	Shanghai, Moji & Kobe.
*MALWA	10,980	19th July	Shanghai, Moji, Kobe & Yokohama.
*TAKLIWA	7,936	23rd July	Amoy, S'hai, Moji, Kobe & Osaka.
*KASHMIR	8,985	2nd Aug.	Shanghai, Moji, Kobe & Yokohama.
*TALMA	10,000	2nd Aug.	Amoy, Moji, Kobe, Y'hama & Osaka.
*SHEAFMOUNT	5,248	4th Aug.	Shanghai, Moji, Kobe & Yokohama.
*GURNA	5,248	4th Aug.	Amoy, Moji, Kobe & Osaka.
*TANDA	6,956	6th Aug.	Moji, Kobe, Osaka & Yokohama.
*NOWSHERA	7,920	8th Aug.	Moji & Kobe.
*MOREA	10,958	18th Aug.	Shanghai, Moji, Kobe & Yokohama.
*TAKADA	6,949	18th Aug.	Amoy, Moji, Kobe & Osaka.
*LARMALA	9,125	30th Aug.	Shanghai, Moji, Kobe & Yokohama.
*NAGPORE	5,231	1st Sept.	Shanghai, Moji, Kobe & Yokohama.
*MIRZAPORE	6,715	2nd Sept.	Shanghai, Moji & Kobe.

\*Cargo only.

All dates are approximate and subject to alteration without notice. WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-coming steamer.  
All Cabins are fitted with Electric Fans free of charge.  
Steamers on London and Australian Lines are fitted with Laundries.  
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.  
For further information, Passage, Freight, Handbooks, etc., apply to:—

**MACKINNON, MACKENZIE & CO.,**

P. & O. Building, Connaught Rd. C., Hong Kong. Agents.

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AND  
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(ELLERMAN & BUCKNALL S.S. CO. LTD.)

SAILINGS FROM HONG KONG.

S.S. "CITY OF MANILA" via Suez Canal 15th July.  
S.S. "ADRASTUS" via Suez Canal 5th August.  
Steamers proceed via Suez Canal or Panama Canal at Owners' Option.  
Subject to change without notice.

For Freight and particulars apply to:—

BUTTERFIELD & SWIRE or THE BANKERS, LTD. Hong Kong.  
Hartley & Cargill; JARDINE, MATHESON & CO., LTD. (Straits).

## TRAMS AND BUSES

(Continued from Page 3.)

central portion of the city. Originally 83 lb. rails were laid solid in concrete, and when a large portion of the track was relaid in 1920, 86 lb. rails were used in conjunction with paving as mentioned above.

For New Work  
For all new work the standard practice to-day is as follows:—The rails are of B.S.S. No. 6 section, and 9 in. of concrete is laid to within 1½ in. of the rail flange. The 1½ in. space under the rail is later packed tight with 1 in. clean granite chippings, when asphaltum of suitable consistency is poured in at a temperature of 300 degrees Fahr. until the flange of the rail is completely sealed. With doubtful subsoil the concrete is reinforced with B.R.C. fabric. Anchor bolts are used where necessary. Well cut granite setts 5 in. deep or 2 in. asphaltum sand-carpeting is used for the paving.

The rail joints are fish plated and fitted with ¾ in. sole plates and the whole electrically welded, after which the head is carefully hand filed until a true joint is obtained. Copper bonds are also used. The bars are spaced the usual 5 ft. apart. The permanent way department is well equipped with hydraulic rail benders, con-

## PLEASE DON'T WASTE WATER

crete mixers, Celerity and flexible rail grinders, portable electric welders, drilling machines and a portable compressor with pneumatic tools for concrete breaking and drilling. The company maintains the whole of the track and set paving, including 18 in. margins. The Government maintains the asphaltum paving at the company's expense.

Overhead equipment consists partly of centre pole and partly of span wire construction, the latter being favoured wherever possible. Porcelain fittings are used exclusively, and mechanical cars made at the tramway depot give favourable results. Cadmium copper trolley wire has been adopted as standard.

The Tramway Company generated its own power up to 1923, when arrangements were made with the Hong Kong Electric Company to feed the tramway company's direct-current mains at two or more suitable points by means of rotary converters—6,000/550 volts. Positive and negative feeders run practically the whole length of the track, with the usual feeder pillars every half mile. This arrangement ensures good electrical pressure at all points of the system, and the B.O.T. regulations as regards earth current and rail drop are easily complied with. The direct current mains were originally laid in cast iron troughing and bitumen, but this method has been dropped in favour of armoured cables with suitable hard-wood covering.

It was not until the middle of 1923 that the Government sanctioned the running of omnibuses in conjunction with the tramways. The service was commenced about the beginning of November with six 25-seat (first class only) omnibuses supplied by Guy Motors, Ltd., with a low load-line dropped-frame chassis, having a 15 ft. 3 in. wheelbase, and a 26.6 h.p. engine. The omnibuses are fitted with pneumatic tyres 36 in. by 6 in., single front and twin rear. There is C.A.V. lighting equipment with constant voltage dynamo, and servo-operated brakes. Bodies as well as chassis were built by Guy Motors, Ltd.—one being delivered complete, and the remainder coming out in knock-down condition. The latter were assembled and the whole lot painted in Hong Kong. The outside decoration consists of dark green panels and cream upper structure, the inside of light oak stain, white enamel ceiling, and dark brown upholstered seats of the transverse type, except over the wheel arches. Four more Guy vehicles have since been put into service.

Policy in Kowloon  
On January 1 this year the Tramway Company bought as a going concern the Kai Tak Motor Bus Company, one of the three omnibus companies operating in Kowloon. It should be mentioned that the Government has decided that for the time being the whole of the passenger transport in Kowloon should be carried out by means of petrol omnibuses only. The fleet taken over consists of 20 Dennis omnibuses, mostly of the C type, low-load-line passenger chassis. The body of this vehicle is so arranged as to take eight first-class passengers and twelve second-class passengers. Some of the bodies were built by

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In Lots of not less than 1/2-ton—

Delivered to Peak District (above Bowen Road), \$23.00 per ton.  
Delivered to Bowen Road and Lower Levels, \$21.60 per ton.  
Delivered to Pokfulam Road, \$23.00 per ton.  
Delivered to Kowloon, \$19.00 per ton.



Orders should be sent in writing at least 24 hours before the Coal is required.

All orders must be accompanied by Cash, Cheque, or Comprode Order payable to "The Kailan Mining Administration."

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Head Office—TIENTSIN.

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NOTICE TO CONSIGNEES.

The Steamer, "HIMALAYA"

From Trieste, Venice, Spalato, Port Said, Suez, Bombay, Karachi, Colombo, Penang & Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before 8th instant.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 14th inst. will be subject to rent. All claims against the vessel must be presented to the undersigned on or before the 23rd inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst. at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by

**DODWELL & CO., LTD.**

Hong Kong, 8th July, 1929.

## HONG KONG TIDE.

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of the tidal observations, taken at the Kowloon tidal observatory under the direction of Dr. Dobson during the years 1887, 1888 and 1889. The times and heights are given for Kowloon, but they may be used for the Victoria Naval Yard and Aberdeen, the differences being very small. The times of high and low-water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

July 12 to 18, 1929.

Date	HIGH WATER		LOWER WATER	
	Standard Times	Ht.	Standard Times	Ht.
Fri 12	3 59	4.1	8 39	2.3
Sat 13	1 38	5.1	8 28	1.5
Sun 14	1 28	4.4	8 17	3.4
Mon 15	2 46	5.3	9 17	2.0
Tue 16	4 13	4.7	9 45	3.4
Wed 17	4 14	4.7	10 24	2.5
Thurs 18	5 11	4.1	11 39	3.0
Fri 19	6 33	4.2	10 44	2.8
Sat 20	6 40	3.5	10 38	2.4
Sun 21	6 45	4.0	11 55	3.1
Mon 22	6 18	5.9	1 11	1.9
Tues 23	8 06	3.8		
Wed 24	8 55	6.3	0 5	2.7
Thurs 25	9 7	3.7	2 31	1.4

## "THREE-WATCH"

OPERATIVE NOW AMONG LARGE VESSELS

The National Maritime Board's agreement with regard to the three-watch system becomes operative in the case of vessels of 5,001 tons gross and upwards on voyages whose articles of agreement are opened in the United Kingdom.

It will be recalled that under this agreement, subject to the supply of navigating officers being adequate for the purpose, three certificated navigating officers, in addition to the master, shall be carried in all foreign-going vessels of 2,740 tons gross and upwards, when engaged in trading outside Western European limits bounded on the north by the port of Narvik (inclusive) and on the south by the port of Coruna (inclusive), with the exception that ports in the Gulf of Bothnia situated north of a line from Helsingborg to Wassa, shall be deemed to be outside these limits; and further, that the test of adequacy of supply or demand shall be the ability of the societies affiliated to the N.M.B. to supply a reasonably suitable officer in time to avoid vessels being delayed from sailing. The agreement does not become operative for vessels of 2,750-5,000 tons gross until September 1 next.

## COAL FOR CHINESE WATERS

Cardiff to Shanghai and Wei-hai-wei. An Admiralty charter, in an interesting fixture reported at 22s. 6d. represents, of course, a cargo of Welsh coal going out to the British fleet in Chinese waters, says "The Journal of Commerce."

The Hamburg Bugler, Rosendahl and Bergens A. G. has been instructed to raise the Swedish steamship "Karl" sunk in collision in the Sound just outside Copenhagen. The vessel lies on an even keel, with bridge and upper structure clear of the water. Salvage material is on the spot.

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The Short, Straight Route to America

Fortnightly sailings on Tuesdays Fortnightly sailings on Tuesdays

Pres. Taft ..... July 16 2 a.m. Pres. McKinley Tues. July 23, 10 a.m.  
Pres. Jefferson ..... Tues. July 30 Pres. Grant ..... Tues. Aug. 6  
Pres. Lincoln ..... Tues. Aug. 13 Pres. Cleveland Tues. Aug. 20  
Pres. Madison ..... Tues. Aug. 27 Pres. Pierce ..... Tues. Sept. 3

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Pres. Monroe Sun. July 28, 8 a.m. Pres. Garfield Sun. Sept. 8, 8 a.m.  
Pres. Wilson Sun. Aug. 11, 8 a.m. Pres. Polk Sun. Sept. 22, 8 a.m.

### TO MANILA

Pres. McKinley July 16 6 p.m. Pres. Lincoln Aug. 3 6 p.m.  
Pres. Jefferson July 20 6 p.m. Pres. Cleveland Aug. 13 6 p.m.  
Pres. Grant July 30 6 p.m. Pres. Madison Aug. 17 6 p.m.

For Bookings, Passenger and Freight Information apply to Telephone Central 2477, 2478 and 795.

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Arriving Macao at 6.00 p.m.

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DAILY EXCEPT SUNDAYS.

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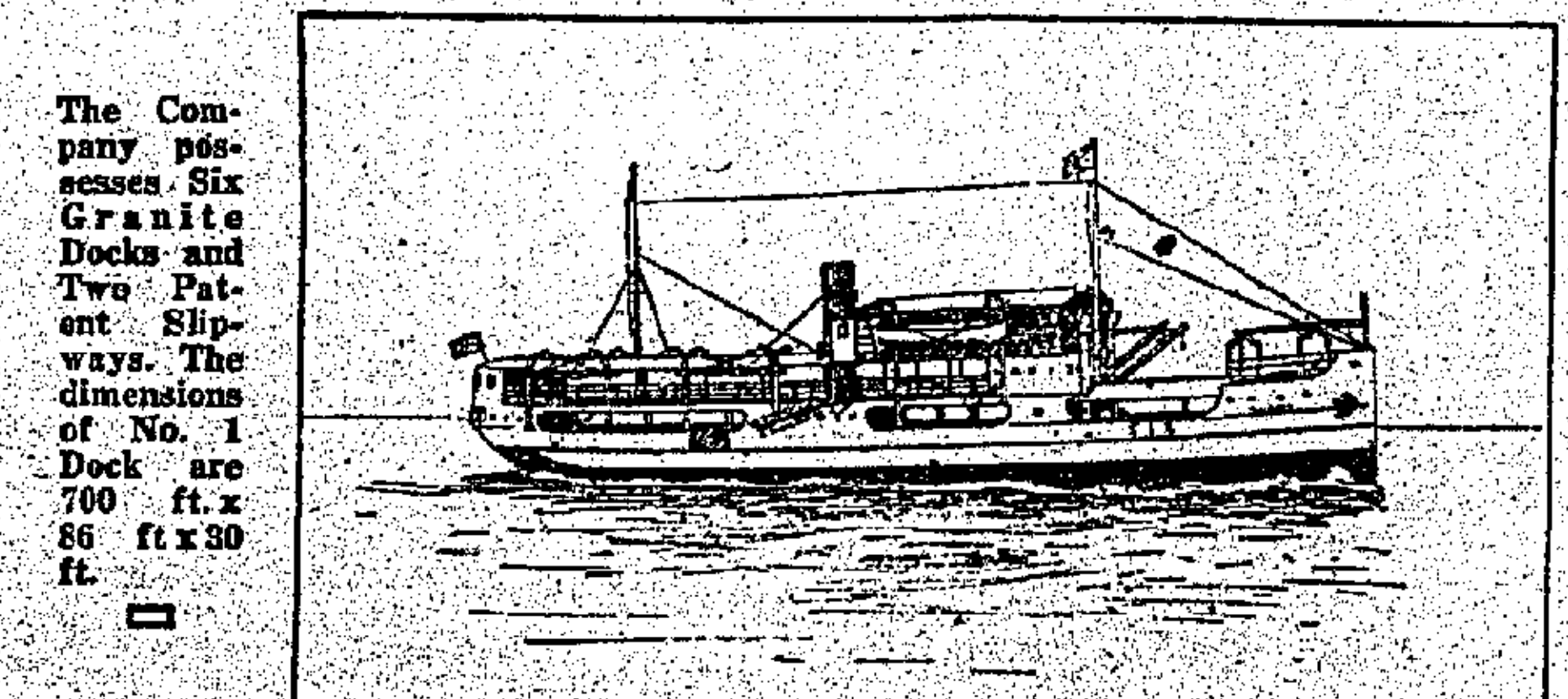
Estimates furnished on application.

Hong Kong, April 1, 1924.

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**R. M. DYER, R.S., M.I.N.A.,** Kowloon Dock, Hong Kong.



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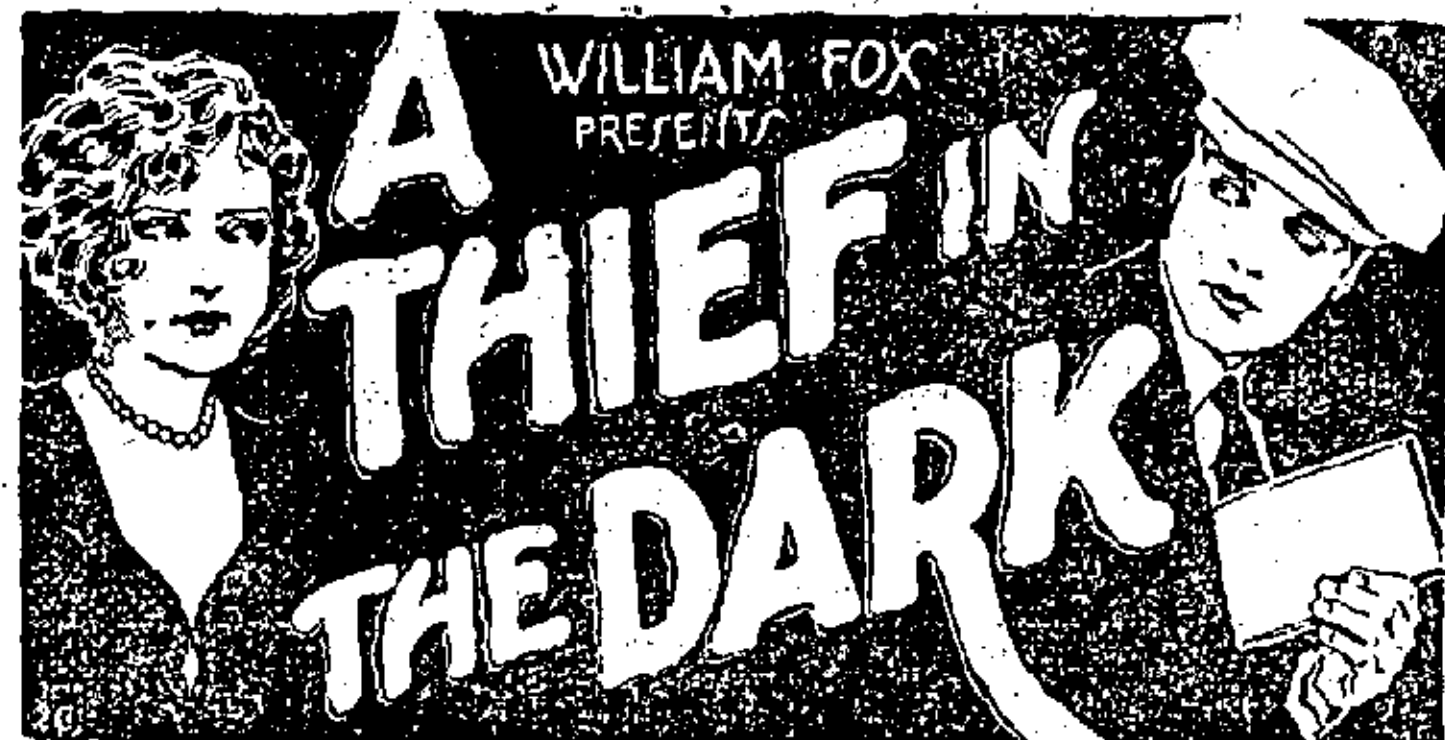
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SHADOW FROM  
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ON

MONDAY, JULY 15th  
AND FOLLOWING DAYS

MEN'S BATHING COSTUMES

LADIES' BATHING COSTUMES.

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LADIES' BEACH WRAPS.

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[The weekly edition of the "China  
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Strand, W.C.2.

Hong Kong, Saturday, July 13, 1929.

## STILL WATERS

Rights of  
Citizenship  
in which, of course,

this Colony had no vote nor voice,  
and in view of the revival, both  
in the "China Mail" and the "Sun-  
day Herald," of the movement  
in favour of the creation of a Mun-  
icipal Council, it may be interest-  
ing to hark back to 1921 and re-  
produce this interesting par-  
t from the "China Mail's" 76th  
Anniversary Number. "In these  
days when every little village at  
Home has its elected Parish  
Council and the humblest in the  
land has been admitted to the  
Parliamentary franchise, the  
system which obtains in this  
Colony is an increasingly absurd  
and unjust anachronism. What,  
it may fairly be asked, are the  
conditions peculiar to Hong  
Kong which require that as soon  
as he sets foot in this Colony a  
man from Home shall be denied  
all those elementary rights of  
citizenship which he is entitled to  
exercise in the United Kingdom?

"He does not cease  
Discharges to bear the  
His Duty, burdens of citizen-  
ship; he provides  
by his industry funds for carry-  
ing on the public services; he dis-  
charges his duty as a juror; and,  
as we have seen in the recent War,  
he is called upon to take part in

the defence of the Colony and the  
Empire. Nor is he less enterpris-  
ing, less intelligent, or less loyal  
than those who stay at Home and  
are considered competent not  
merely to manage their own  
domestic affairs but also to con-  
trol Imperial policy.

"Surely it is a  
An Anomaly curious anomaly  
that the Im-  
perial Government, whilst show-  
ing the utmost tender solicitude  
for native customs, should be so  
indifferent to British traditions,  
and that a readiness to introduce  
our democratic institutions as  
fast as circumstances permit to  
people previously subject to  
despotic rule should exist side by  
side with a stubborn reluctance  
to withdraw a bureaucratic—or,  
rather, autocratic—form of Gov-  
ernment from people who have  
been nurtured in the lap of demo-  
cracy." Even then—in 1921—  
was it recalled that Municipal  
Councils function with much suc-  
cess in the Straits Settlements  
and in Ceylon without impairing  
by one iota the duties and the re-  
sponsibilities of the Governments  
of these Crown Colonies. Will,  
we wonder, the "China Mail" be  
constrained to reproduce in 1929  
the foregoing opinions of 1921  
and lament that still nothing has  
been done in the direction as  
much desired in 1921 as it is in  
1929?

A t certain  
East is East times — per-  
and West, haps more par-  
is, Etc. ticularly a t  
certain seasons  
—European and American re-  
sidents of Hong Kong must find  
themselves wondering how it  
comes about that, year in, year  
out, they continue to find pleasure  
in living in such a place as Hong  
Kong or any other part of South  
China. Hong Kong is, of course,  
neither of South nor of North  
China, being the famous most  
easterly outpost of our "Far-  
flung" Empire.

Year in, year  
Why Do We out, we continue  
Do it? to reside here  
and to all ap-  
pearance, the vast majority of us  
seem to like doing so. There must  
be at least some sort of reason  
for doing so. We wonder what it  
is.

Hong Kong  
Expensive And is unquestion-  
Trying ably one of  
the most ex-  
pensive places in the world in  
which to reside, and those who  
are in a position to pronounce  
judgment on the point, are unani-  
mous that its climate—at least for  
six months in the year—is one of  
the most trying (to call it by no  
harsher epithet) in the whole of  
the Far East.

Then, h o w  
Multiplicty of comes it about  
Discomfirts that year in  
year out and  
for quite a long period, we remain  
in this old Colony of ours and  
put up with its multiplicity of  
discomforts with hardly ever a  
murmur of protest. Occasionally,  
of course, we hear a whisper  
(and it may be that we  
ourselves at times indulge  
in it) as to "O! to be in Eng-  
land now that Spring is here."  
Or our American friends may  
ejaculate something fervently  
about "God's own country"—  
despite its tornadoes, floods, etc.

But still we  
Pegging Away keep pegging  
And Sweltering away. W e  
sweater in e-  
sufferable heat, which the good  
Lord surely never intended should  
be borne by white folk here or  
anywhere else. And we do so for  
months on end and, we reiterate,  
year in, year out.

The loveliness  
Hong Kong's of Hong Kong  
Loveliness may, of course,  
prove a magnet,  
but surely a year or so of it  
should suffice, for are there not  
many places in the British Isles  
much more attractive, both in na-

## WATER SUPPLY HOURS

Victoria and high level

6 a.m. to 8 a.m.

6 p.m. to 8 p.m.

Sewer Road (Eastern  
Section only), Barker Road,  
Magazine Gap and Wanchai

Districts:—

6 to 8 a.m. and 4 to 5 p.m.

Remainder of the Peak:—

6 to 9 a.m.

tural and artificial charms? Com-  
pared with the grandeur of the  
Highlands of Scotland, the loveli-  
ness of Ireland, the sweet beauty  
of England, Hong Kong's beauty  
(—and there is plenty of it)—is  
simply nowhere.

Some  
"High-Brow"  
Thoughts

Our mission here, therefore, is  
imperial as well as commercial;  
and that of course is high destiny;  
for does it not imply that we,  
individually as well as collectively,  
have duties to perform in keeping  
with the history and the destiny  
of an imperial people? Many  
moods have waxed and waned  
since the Chinese (with an  
arrogance whose root was  
founded in ignorance)—  
ceased to regard all for-  
eigners in their midst as "bar-  
barous." To-day, the boot is so  
very much "on the other foot"  
that even Chinese students realise

It, therefore,  
Weather And must be (plus  
Commerce the gratifying  
of our commer-  
cial instincts) our high imperial  
mission that compels us to remain  
in Hong Kong or elsewhere in  
China in such sweltering weather  
longer than we need or is in any  
way good for our health.

Hong Kong's  
Hankow And climate, for at  
Hong Kong least six  
months of  
the year, is such that no white  
man—(unless under great com-  
pulsion of some sort)—would  
continue to tolerate it. Of Hankow,  
some 600 miles up the Yangtze,  
a happy though somewhat force-  
ful phrase is often expressed in  
summer, namely, that it is "Hell  
with lid off." Those who have  
"summered" in both places know  
that Hong Kong is the hotter  
place of the two. Shanghai, Tien-  
tsin and practically every part of  
China can also be very hot for a  
while, but whereas Shanghai and  
Tientsin rarely have more than  
a few weeks of it, Hongkongites have to suffer it for  
months.

Is It Some, the compara-  
Compensation? tively mild  
winter we ex-  
perience in this part of the world  
is regarded as some sort of com-  
pensation for the stewing we re-  
ceive in Summer. If so, it is  
indeed very poor compensation.

We look around  
H.K. Good To Hong Kong and  
Look Upon we see that it  
is good to look

upon. Every right have we to be  
proud of it and of those of our  
countrymen mainly responsible  
for its transformation from a  
barren rock and a pirates' lair  
into a world-famous seaport and  
a city and colony of beauty and  
importance. Millions of Chinese  
have lived happily here and  
flourished, who otherwise would  
have been (even to-day) at the  
mercy of the rapacious officials  
from which their country has,  
unhappily, long suffered.

But in the  
The Sigh Of torrid sunshine,  
The Exile Hong Kong has far  
too much, perspiring in a manner  
that is neither good to experience  
nor good to see, dressed "any old  
way," it is to be wondered at that  
we, poor exiles, often cast fond  
glances—(though only of the  
mind's eye)—at our Homeland of  
fine culture, of pleasing tempera-  
ture, admirable government, and  
high hopes and endeavour—and  
then wonder how it comes about  
that we, year in, year out, live in  
this sun-baked, no-white-man's  
country?

There was a time  
It has Long— it has long since  
Since Passed passed— when a  
European mer-  
chant might come to this part of  
the world and, with not more  
assiduity than has to be applied  
by all of us to-day, earn, in no  
more than a decade, a reasonable  
fortune. To strive for such a  
thing nowadays is precisely like  
striving for the moon.

Quarantine restrictions against  
Bangkok on account of cholera have  
withdrawn.

One case of diphtheria and two  
cases of enteric fever were notified  
yesterday, all being Chinese.

His Honour the Chief Justice has  
ordered the next (July) Criminal  
Sessions, at the Supreme Court, to  
begin at 10 a.m. on Monday, July  
22.

The Government proposes to  
erect public latrines in Water-  
street (30 feet back from Con-  
naught-road West), Wilmer-street  
(on the east side, 30 feet distant  
from Connaught-road West) and  
near Jardine's Corner, the Peak.  
Owners or occupiers of property in  
the vicinities have up to August 2  
to object to the Colonial Secretary,  
in writing.

The sympathy of his friends will  
be extended to Mr. L. Cunningham,  
of the Canadian Pacific Company,  
on the occasion of the death of his  
wife, which occurred yesterday  
after a short illness. Last evening  
the funeral took place at the Pro-  
testant Cemetery, Happy Valley,  
and was attended by many  
mourners. Many floral tributes  
were placed on the grave.

## BRAVE CONSTABLE

DEATH OF CHINESE MEMBER

OF FORCE

COMMENDED FOR VALOUR

The death occurred at the Gov-  
ernment Civil Hospital at 11.15  
o'clock last night of Chinese De-  
tective Sergeant, Keong I (No.  
303) after a splendid career in the  
Police Force.

He joined the Force at the age  
of 22 in 1907 and eight years  
later he was promoted to Lance  
Sergeant. In 1921 he was com-  
mended by the Captain Superin-  
tendent for good work and again  
in 1923 he was commended for  
brave work in connection with an  
affair in which two Chinese were  
arrested in the possession of  
bombs and kerosene in Gough-  
street.

In 1925 following his bravery  
and good discipline when a Police  
launch was fired at by Chinese  
from Chinese territory at Sha Tau  
Kok, Keong I was awarded the  
Fourth Class Police Medal. He  
was again commended for valour  
in 1926.

In May this year he was pro-  
moted Detective Sergeant, which  
post he has held until the time  
of his death.

PRAPS  
PRAPS NOT I

"We had a sensational case of  
kidnapping in our house lately."  
"Really? How did it happen?"  
"The baby slept the whole night."

"Gerald, dear," said Gerald's aunt,  
who was a nervous passenger,  
"aren't you sometimes afraid you'll  
lose control of the car?"  
"Constantly," replied Gerald.  
"I'm two instalments behind al-  
ready."

A motorist was being charged  
with exceeding the speed limit along  
a country lane.

"Is it a fact," asked the magis-  
trate of the policeman in the wit-  
ness box, "that the defendant's car  
went round the corner at 30 miles  
an hour?"

The policeman nodded.  
"Yes, sir, it must have been quite  
that."

"And what gear was he in? was  
the magistrate's next question.  
At this the policeman scratched  
his head and looked puzzled.

"He was travelling too fast for  
me to see properly, sir," he said at  
last; "but I do remember that he  
had a bowler hat and a green scarf  
on."

"Now, Walter, what is the term  
for some one who writes his own  
name on a cheque belonging to some  
one else?"

"Well, father got seven years."

In the club the conversation had  
turned to the recent success of an  
old member.

"Yes," said the well-informed  
man, "Smithson-Bernard has back-  
ed a winner at last. He's making  
a fortune in the literary business."

"Well, I am glad to hear it," re-  
marked the secretary, thinking of  
an unpaid sub, or two. "When he  
was in here last he told me he'd  
been writing for 20 years, and had  
had nothing accepted. What's he  
done? Written a best seller?"

"Oh, no," replied the other. "He's  
started a school of writing."

"Petrol has gone down."  
"Yes, I am so pleased!"

"Are you buying a car?"  
"No, I am going to clean my  
gloves."

Lorry driver (telling of crash  
with a small car)—I see the little  
devil comin' and I thinks—"There's  
a fly on me windshield." Then the  
thing dashes through the radiator  
and knocks the tops off all me  
spark plugs.

He was one of those smart men  
who like to show their cleverness.

"Watch me take a rise out of  
him," he said as the tramp ap-  
proached. Then he listened solemnly  
to the tale of hard luck.

"That's the same old story you  
told me the last time you accosted  
me," he said, when the vagrant had  
finished.

"Is it?" was the answering ques-  
tion. "When did I tell it to you?"

"Last week."

"Mebbe I did, mebbe I did," ad-  
mitted the tramp. "I'd forgotten  
meeting you. I was in prison all  
last week."

The Smiths were staying at a  
farmhouse, and after the first night  
Mr. Smith rose early and in a very  
bad temper.

"I've had practically no sleep,"  
he complained to his wife. "Those  
beastly roosters have been crowing  
out there since dawn. Goodness  
knows why!"

"Well, darling," murmured his  
wife sweetly, "once when you got  
up early, you crowed about it for  
over a week."

Hardware Dealer (to applicant):  
"I am inclined to give you the posi-  
tion if you understand double-  
entry keeping."

Applicant: "I do, indeed! At  
my last place I had to do a triple-  
double-entry—a set for the active  
partner, showing the real profits,  
and a set for the sleeping partner,  
showing small profits, and a set for  
the income tax officials, showing no  
profits."

The new recruit had committed  
one of the worst possible crimes.  
He had arrived 15 seconds late for  
his first dress parade.

"I am very sorry," he said, in  
answer to the sergeant-major's re-  
marks, "but I awoke rather late  
this morning, and there were only  
10 minutes for me to dress."

"Ten minutes!" roared the  
sergeant-major. "Why, I can dress  
with ease in that time."

The recruit shifted his weight  
from one leg to the other.

"Yes, sergeant-major," he said, in  
innocent tones, "but I wash."



## HONG KONG \$ DIRECTORY

1929  
NOW ON SALE

AT THE  
DOLLAR DIRECTORY CO., 3A, Wyndham Street.  
AND AT

Whiteaway, Laidlaw & Co., Ltd., Brewer's,  
Hung Cheong, 66, Nathan Road, Kowloon.  
H.K. & Kowloon Ferry Wharf Store, Kowloon.  
Peak Tram Station Store, Low Tram Station  
Lee Yee, 12, D'Aguilar Street.  
Excelsior Co., 5, D'Aguilar Street.

# The China Mail

ESTABLISHED  
1845

READERS, AMATEURS OR NOT, ARE  
INVITED TO SEND PHOTOGRAPHS  
AND ILLUSTRATIONS TO THE  
EDITOR OF THE "CHINA MAIL"  
FOR INSERTION IN THIS PAGE,  
SUBJECT TO HIS DISCRETION.

PICTURES TO BE RETURNED  
SHOULD BE CLEARLY MARKED  
THUS, WITH THE SENDER'S NAME  
AND ADDRESS. IDENTIFICATION OF  
THE PERSON OR EVENT SHOULD  
BE CLEARLY AND BRIEFLY SET  
OUT.

BUY A  
DOLLAR DIRECTORY  
THIS YEAR

— an old one is of little use! —

NOW ON SALE

AT

THE HONGKONG DOLLAR DIRECTORY CO.  
3A, Wyndham Street, Hong Kong.

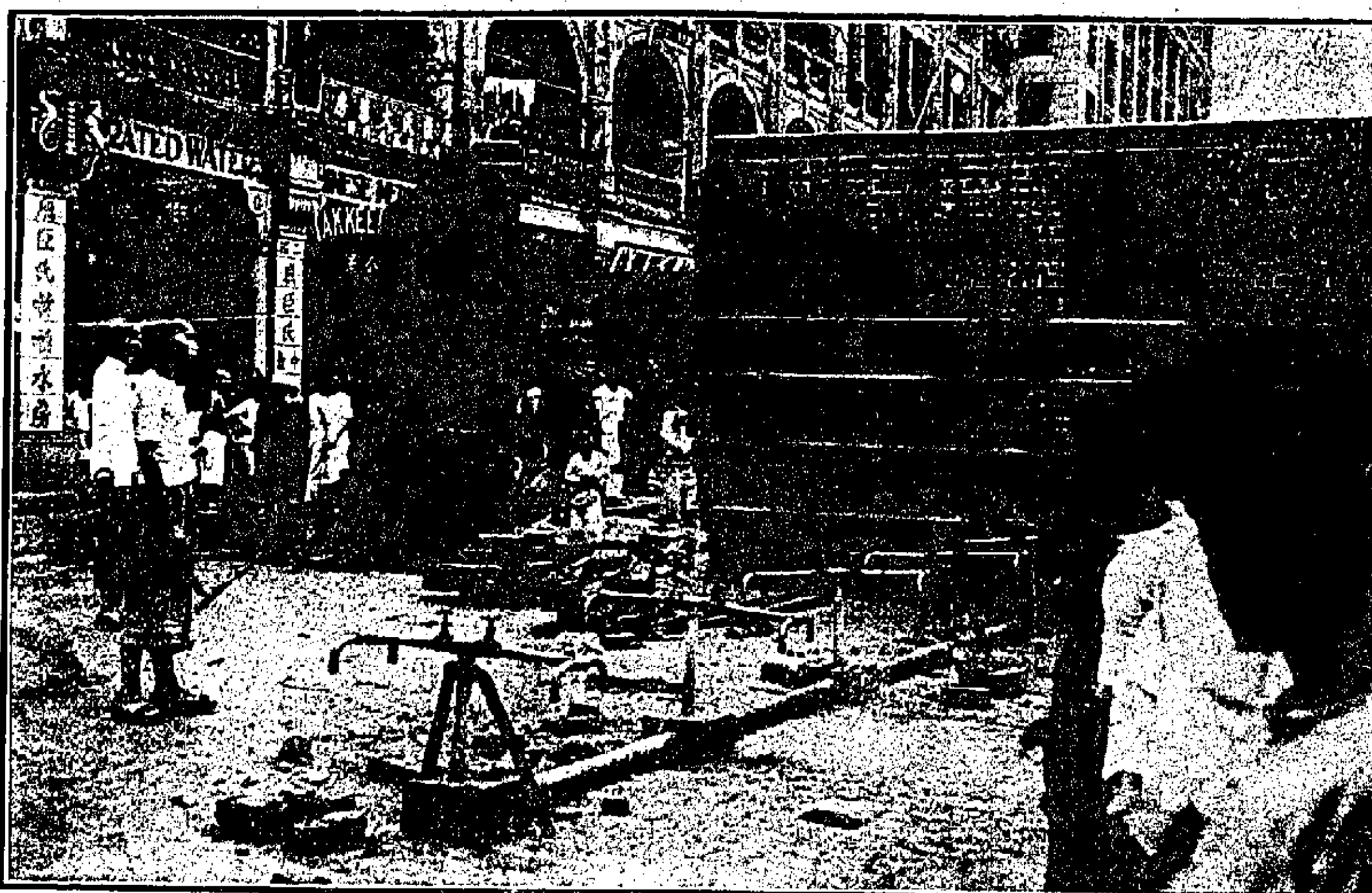
SATURDAY, JULY 13, 1929.

PIONEER ART SUPPLEMENT.

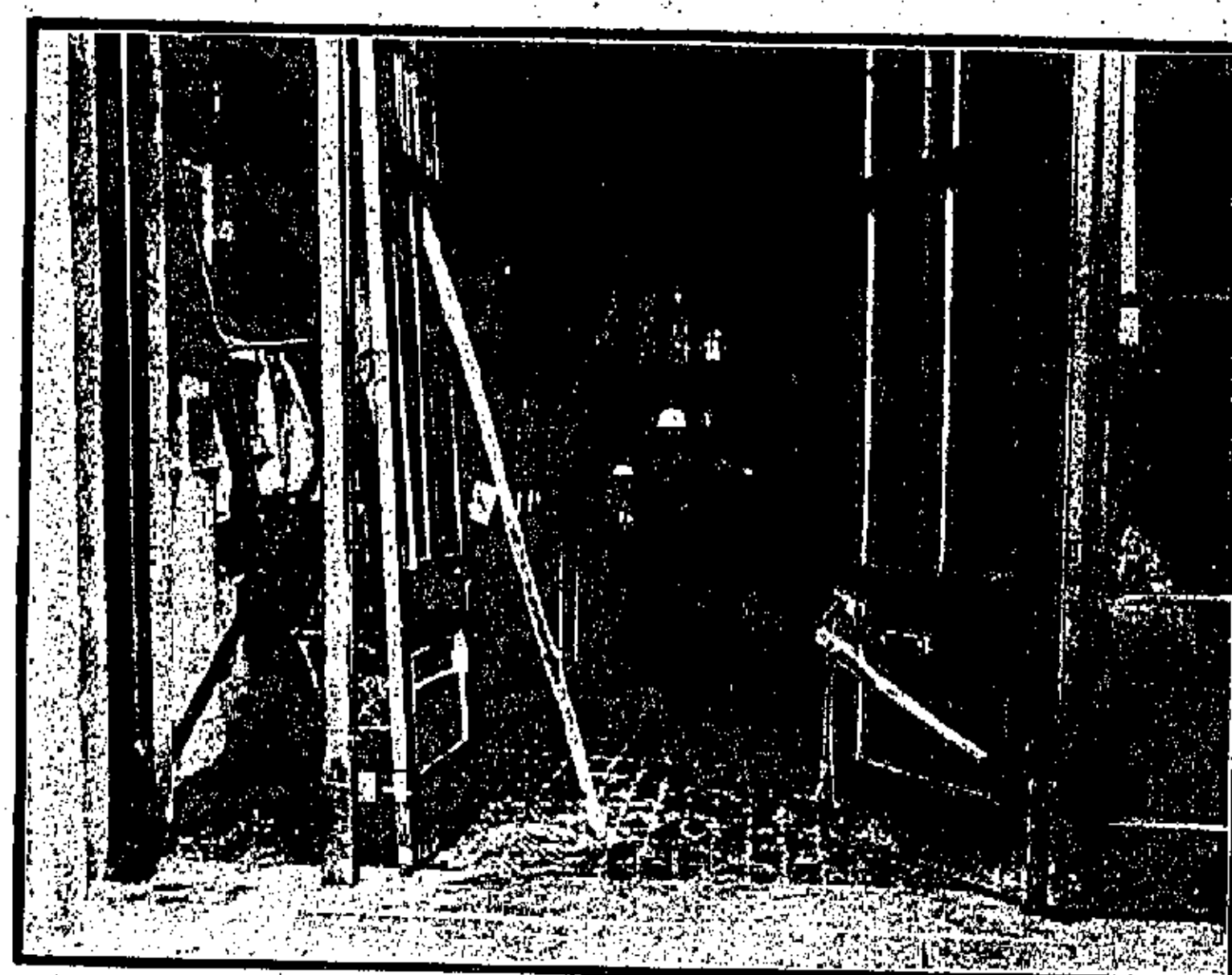
7



HAVOC CAUSED BY BURST TANK.—Scene in the aerated water depot of Messrs. A. S. Watson & Co. Ltd., on Thursday, when the water in the brick tank on Connaught-road Central which burst carried all before it, including a watchman, into the rear of the premises.—(A. Fong).



PARTS OF THE WALLS CARRIED AWAY.—This photo gives a very good idea of the rush of water from the burst tank. The tank, to relieve the acute shortage, stood parallel to the buildings in left of picture (where Watson's trade mark can be seen) but parts of the walls—the openings in which are shown — are pointing towards the houses! The taps which gave access to the tank remain in the foreground.—(A. Fong).



BURST TANK ON CENTRAL PRAYA.—Here is further evidence of the fury of the water stored in the burst tank on the Central Praya. The tank was erected to relieve the present shortage and burst in the small hours of Thursday morning so that a large quantity of valuable water was lost.—(A. Fong).



TO BE SHOWN IN KOWLOON.—Here is Marjorie Beebe again, but in this picture in "The Farmer's Daughter," which will be shown at the Star Theatre to-morrow and on Monday.



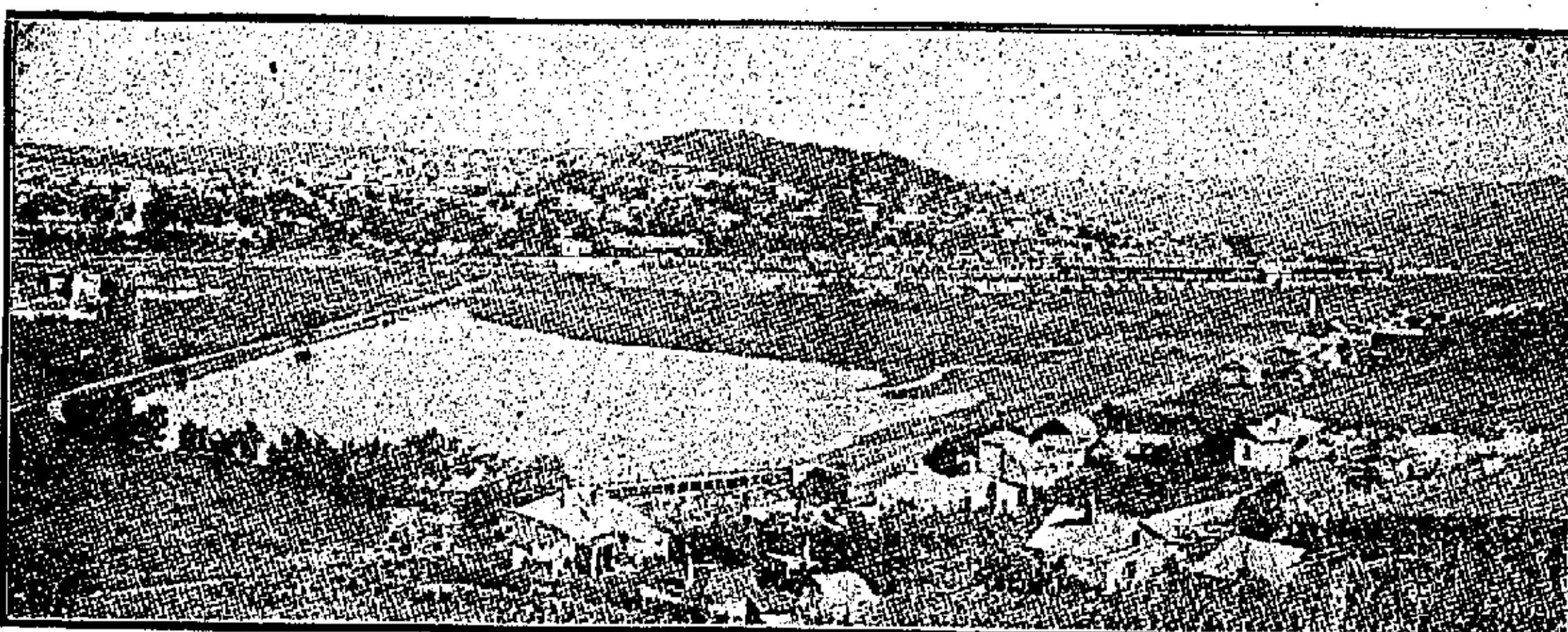
LOCAL THANKSGIVING SERVICE.—H.E. the Governor (Sir Cecil Clementi, K.C.M.G.) who is seen in centre of group, in dark suit, with his party, being met at the West door of the Cathedral by the Very Rev. A. Swann, D.S.C., last Sunday, on arriving to take part in the Thanksgiving Service held for the recovery from his recent illness of H.M. King George V. The collection was given to the local hospitals.—(K. Fujiyama).



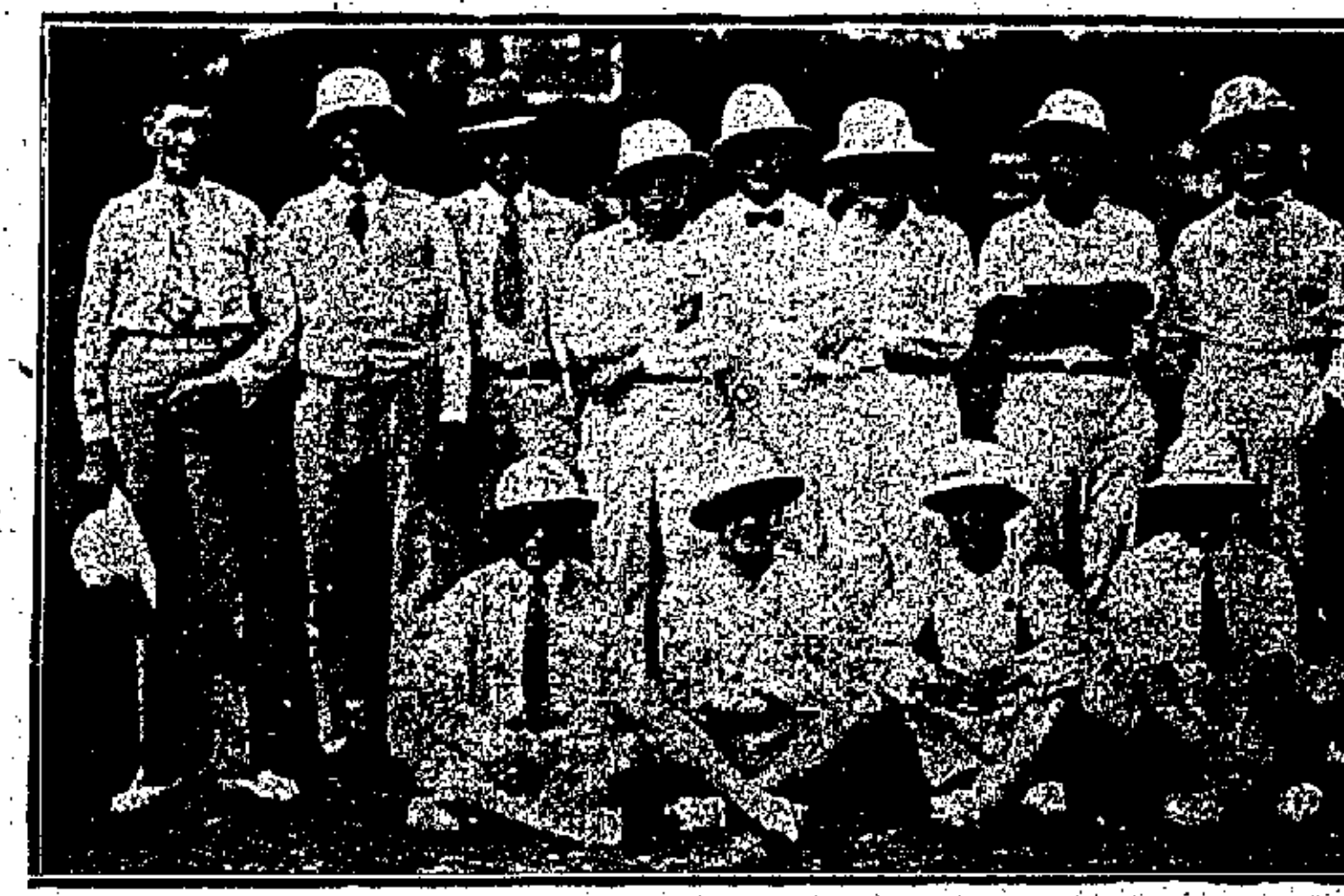
PRE-VIEW OF LOCAL CINEMA.—Here is a snappy scene from "A Thief in the Dark," the Fox picture featuring Marjorie Beebe, which is sure to draw big "houses" to the Queen's Theatre on Tuesday and Wednesday.



BIG SURPRISE VICTORY.—The Club de Recreio team in division II of the lawn bowls league. They defeated Craigengower C.C., the leaders (on the latter's ground) by 74 shots to 36. The rinks were:—A. Rosario, L. Remedios, J. Rosario, E. Barros (skip), A. Gomes, M. Baptista, C. Rodrigues, A. Alves (skip), A. Machado, F. Ribeiro, A. Barros, J. Ozorio (skip).—(K. Fujiyama).



TROUBLE BETWEEN CHINA AND THE SOVIET?—Here is a town on the boundary between Manchuria (a part of China) and Siberia (a part of Russia), with a cosmopolitan population which includes Chinese, Russians, Japanese and other settlers. The local Chinese authorities have been taking action in places similar to this to restrain the Soviet. The Chinese Eastern Railway, which is jointly owned by China and Russia, giving access to the trans-Siberian Railway, is one of the bones of contention.



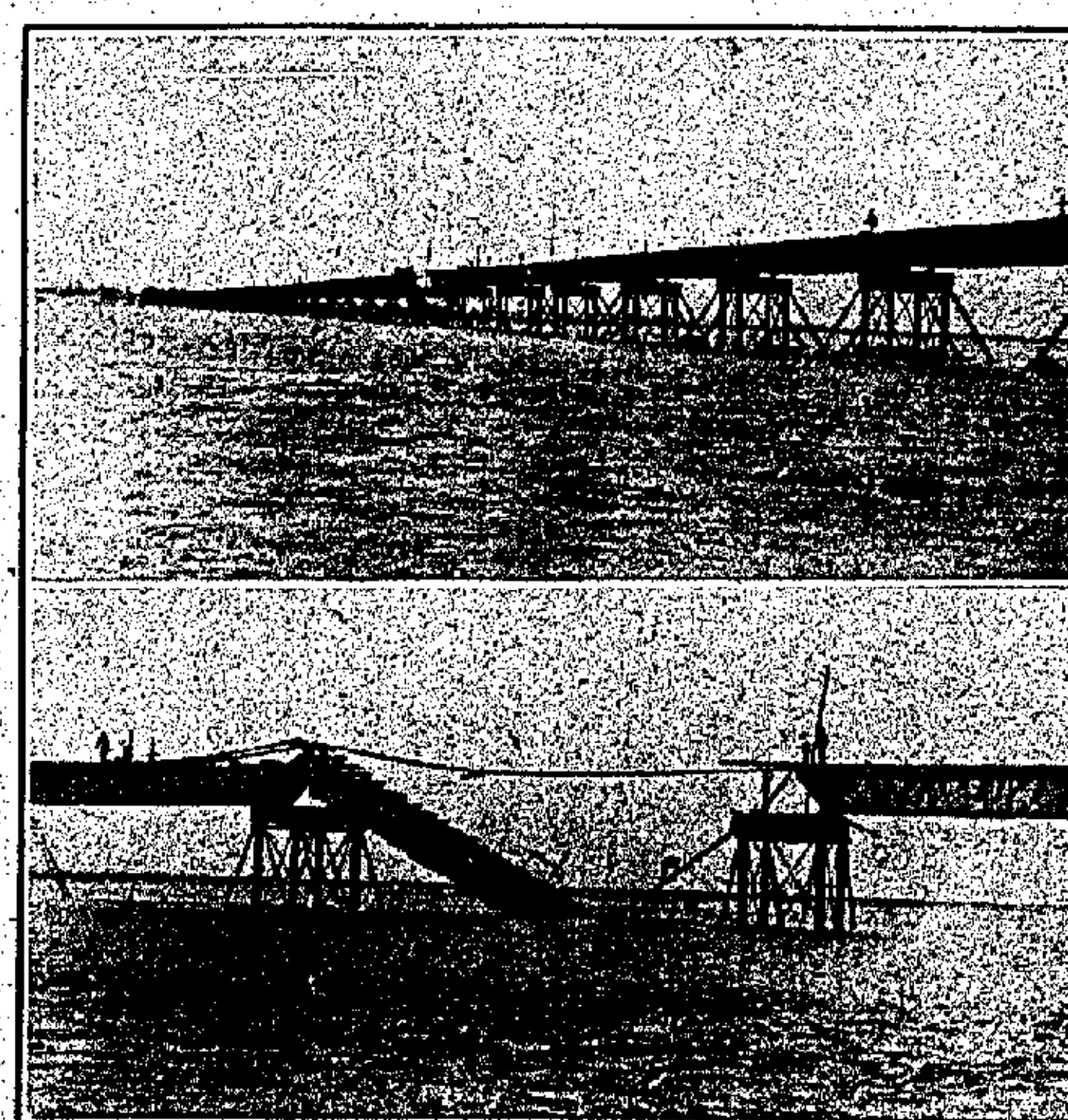
CRAIGENGOWER CRICKET CLUB.—The team in division II of the lawn bowls league, the rinks of which were:—D. K. Kharras, S. M. Flegg, M. O'Brien, C. S. Rosset (skip), E. Tuck, H. V. Pearce, Y. Abbas, W. Collins (skip), W. Field, W. Gill, J. Cavanagh, J. Wiltshire (skip). On their own ground they lost unexpectedly to Club de Recreio by 38 shots.—(K. Fujiyama).



ALL TOO SHORT STAY.—H.E. the Governor-General of the Philippine Islands, Mr. Dwight F. Davis, (donor of the Davis Cup for tennis), seen in light suit, chatting with Mr. E. C. Tredwell, the U.S. Consul-General in Hong Kong, on his arrival here en route to Manila.—(K. Fujiyama).



OFFICIAL LANDING OF MR. DWIGHT F. DAVIS.—H.E. the Governor-General of the Philippines, who was accompanied by his daughter (Miss Alice) and his niece (Miss Alita Davis), arrived in Hong Kong on July 4 by the Dollar Line "President Taft" bound for Manila. He is seen here inspecting the Guard of Honour furnished by the 2nd Batt. the King's Own Scottish Borderers.—(K. Fujiyama).



DESTRUCTION BY FENG YU-HSIANG'S MEN.—To prevent a possible attack on him by the National Government under Chiang Kai-shek, Feng Yu-hsiang gave order to his men to destroy a number of important railway bridges to shut off pursuit by Government troops. Upper: a full and distant view of the destroyed bridge over Yellow River; lower: close view of the destroyed part of the bridge (which is a part of the Peking-Hankow Railway).





# The WOMAN'S Page



## Season Of Smart Bridal Gowns



The height of originality is reached in bridal attire this season. An especially gorgeous creation is the dress on the left, worn by Doris Hill, of white satin heavily embellished on sleeves and borders with pearls and brilliants. She carries a simple Mother-of-Pearl prayer book instead of the conventional bouquet. Lace and garden as well as the conventional bouquet. The treatment of the veil and gown lends a subtle Spanish effect to her costume. The wreath of gardenias follows an interesting line from the sides to the top of the hair, forming an appearance of a halo.

## Bathing Suit Ideal For Tennis Court



Inset above, Lili D'Alvarez, Spanish tennis star, who is pushing the movement toward diminishing the amount of clothing worn on the tennis court to its lowest common denominator. Below, left, Mrs. Beamish, a court star of six years ago, in the cumbersome clothing which D'Alvarez wants to abolish. Center, Raquel Torres in the tricky skirt which only hides a most comfortable pair of shorts. Right, Doris Hill appears in a bathing suit, which Senorita D'Alvarez believes is the most comfortable costume for the courts.

## Formal Beauty in Rich Fabrics



The evening mode has become completely feminized. Curves are in vogue—and accentuated! And fabrics are more alluringly beautiful than ever, from the brilliant heavy satins to the glistening metallic presentations.

Certainly much more material goes into the making of an evening dress each season. We have skirts that billow as well as float, skirts that feature numerous panels and skirts that flounce or ruffle their way to success.

The floating silhouette that droops and even trails at the back is in high favour. Its loveliness is no longer regarded as impractical, because of the durability of these new fabrics.

The princess type of frock is particularly attractive when fashioned of heavy satin or a metallic cloth. The line is moulded tightly from the high waist to the hips by means of skilful cutting, flat tucks directly over the centre of the body (which must be so flat as to be nearly concave), shirring and gathers. This fashion is in-

played many child parts—she was one of the babies in "The Vicar of Wakefield," as well as being page to Sir George Alexander's "Faust"—before she undertook the task of helping Miss Vanbrugh behind the scenes. At the "party" most of the time was spent in recalling incidents which had occurred during their long association both in London and America. No unfortunate happenings seem to have marred their stage work, but they laughed over the occasion when Miss Vanbrugh went to an evening party in a green frock—and her red bedroom slippers.

"Luckily frocks were of the sweeping kind in those days," said Miss Vanbrugh, "so that I was able to leave my slippers in the carriage and walk in to be announced in my stockings feet. No one noticed my plight, I was told, but I found it rather chilly."

Evening dresses that are two or three inches longer at their shortest point are quite usual. The short skirt that relies for its illusion of length on panels, points, or ends, at only one point, is no longer pleasing.

Corinne Griffith, beautiful First National star who is to appear soon in "Prisoners," selects for her grande robe this elegant frock of gold cloth, brilliantly beaded in sequins. The fitted basque reaches to just a little above the hips, from where the skirt falls to the floor in much fullness, creating a gown of breath-taking loveliness.

## The Sports Costume



cuffed trousers and sleeveless jackets, are quite chic in this fabric.

And on the tennis courts, we find jersey in a finer weave and in white in preference over all other colours, leading the mode. These frocks are quite simple in design and are of the one-piece type. Pleats animate the skirt, employing the fabric which the backs of these frocks disdain. To be in the mode, one simply must play tennis in a frock boasting the sun-tan back, which always can be covered up by a gay kerchief tied bandana fashion about the neck.

The two-piece frocks carry much more interest because of their colour combinations. Skirts are in some dark colour such as blue, black, purple, deep red or green with jumpers of contrasting shades in light tones, with relation indicated in bands or pipings of the skirt fabric trimming the jumpers.

Attractively patterned one-piece dresses in mosaic colours are featured for golf. These are accompanied by plain woollen coats lined with the jersey.

Doris Dawson, First National player, wears a red-trimmed white jersey with jabot flaps of red and white, and a red kick-pleated skirt with a bold black patterned scarf thrown carelessly over the shoulders.

## "REFORM" MARRIAGES CELEBRATED IN MADRAS

Madras, 10th June: A social reform marriage according to Arye Samaj principles was celebrated in Madras to-day. The contracting parties were Natesa Iyer, a young Brahmin of Coimbatore and Seshu Devi an Adiravida girl. Doctor Varadarajulu Naidu, Natesa Mudaliar, Dewan Bahadur R. Ramachandra Rao who were among those present, congratulated the couple on their courage and hoped the ceremony they witnessed, would be followed by many similar ones—"Rangoon Times."

Jersey, in one, two and three-piece costumes, has taken the sports mode by storm. It appears on the beach, the tennis courts and quite attractively on the golf course to the exclusion of all other fabrics.

On the beach, jersey romps in a riot of colours and novel ensembles. White jersey lavishly embroidered and topped by a cape of matching design, fashions a charming bathing ensemble. Besides being so attractive, it is also very practical. Beach pyjamas in striking combinations, with

## 1,000 YEARS AGO

### THE TOILET ARTS OF BYZANTINES

[The Byzantine Achievement. A.D. 330-1453. By Robert Byron. (Routledge, 15s.)]

This is a brilliant book and places its author in the front rank of historical writers.

Mr. Robert Byron, an Oxonian who is, we gather, not more than 25 years of age and in no way connected with the family of the famous poet, has boldly taken up the cudgels in defence of that Byzantine Empire which Gibbon made a byword for cowardice and feebleness. The verdict of those who read this book will be that Mr. Byron's arguments are sound.

Here, as in his former very remarkable work "The Station," he is always lively and witty, but behind his liveliness and wit is knowledge.

He has no particular veneration for our modern high-brows and their gods, and indulges in some sly kicks at them. He emphasises the grace and splendour of life in Byzantine days.

In the case of women, the arts of the Byzantine toilet were not far removed from those of the 20th century. The Empress Theodora, whose past is still the subject of eternal witticism, slept late and bathed for her complexion's sake. While the blonde Empress Zoe, who could attract a third husband to share her throne at the age of 62, discarded the imperial robes for lighter draperies, and passed innumerable hours in a bedroom fitted like a laboratory with cosmetics and scents. So also the Turkish bath is not Turkish at all. It is a direct offspring of the Roman through the Byzantine; and regular bathing, considered in the West until 50 years ago effeminate and ridiculous, was recognised in Constantinople as one of the essentials of comfortable living.

In Mr. Byron's belief the Byzantine Empire has a right to the gratitude of modern Europe, whose existence it saved from the peoples of Asia and whose culture it rendered possible.

## 30 YEARS DRESSING

### MISS VIOLET VANBRUGH'S "PARTY FOR TWO"

A birthday party for two was held after the matinee of "Her Past" at the Shaftesbury Theatre, to celebrate the thirtieth anniversary of Miss Violet Vanbrugh's association with her dresser, Miss Elo Stuart.

The latter has never dressed any other actress, and before she began her work with Miss Vanbrugh, Miss Stuart was well drilled by her mother, who had been Miss Vanbrugh's dresser before she became her house keeper. All the family are associated with the stage in some way, and Miss Stuart herself (Continued at foot of Next Column.)

## Fishtail Train Amuses Fashionable Femme



Silver-flocked velvet, in brilliant green, creates the ideal summer evening wrap, shown here on the left. The large shoulder ties are of velvet and chiffon, and the sleeves are caught up into shimmering folds by shirre and cords. A frock of pale green taffeta, right, with a fishtail train barely sweeping the floor, completes this charming summer ensemble. A piquant touch is added in the neckline of white velvet violets. Posing by Clara Bow, the famous film star.

## Camelia

"CAMELIA" solves a problem which has always been a cause of distress to womankind. No wonder that wherever "CAMELIA" is introduced it is permanently adopted. "CAMELIA" is a new idea which entirely supersedes all other forms of sanitary pads.

Insist on CAMELIA.

Obtainable at all drug and general stores.

## Pamela

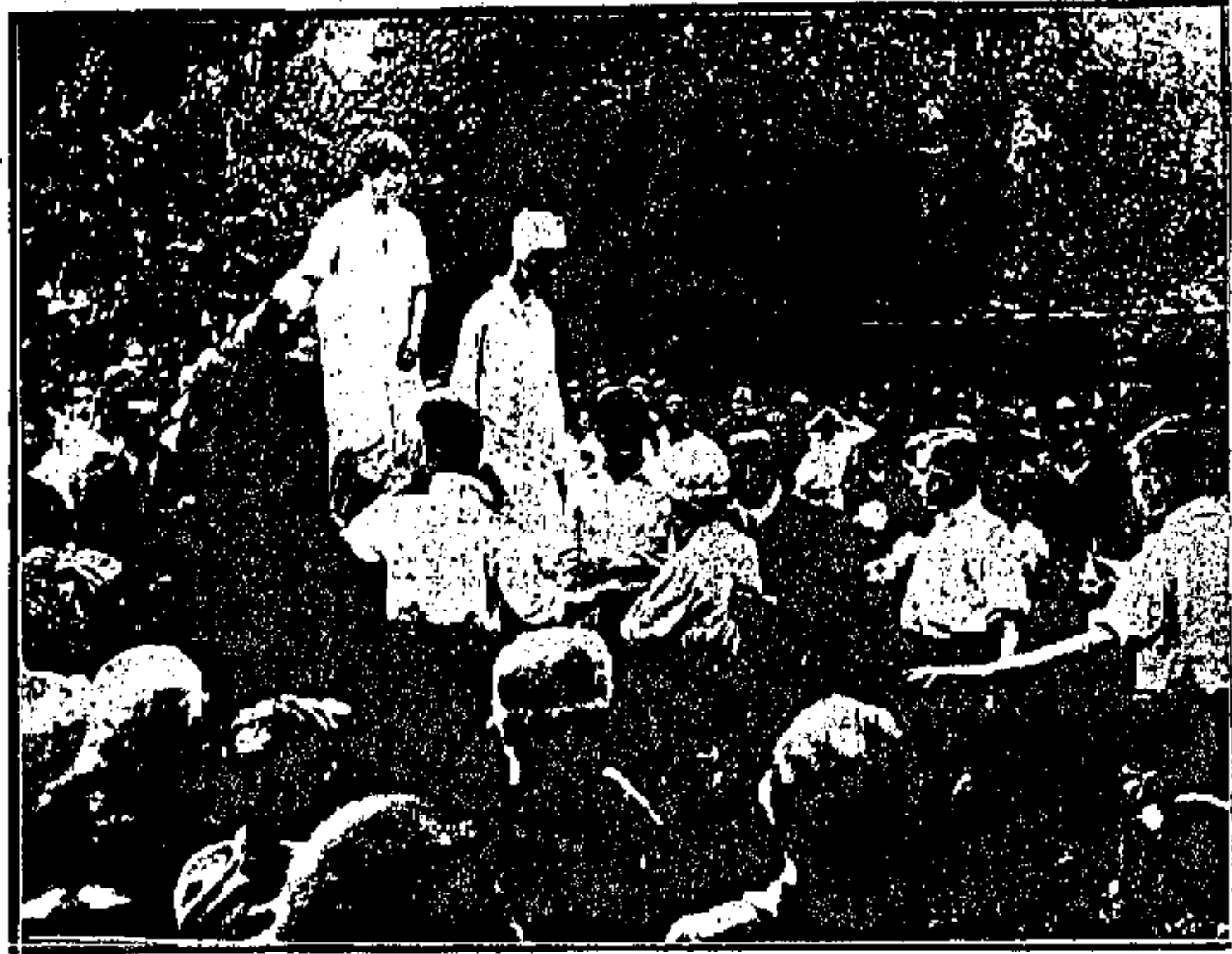
has just received a beautiful selection of  
NEW AFTERNOON DRESSES  
in NINON also in  
WASHING SILK.

RAINCOATS & UMBRELLAS  
in the latest colourings.

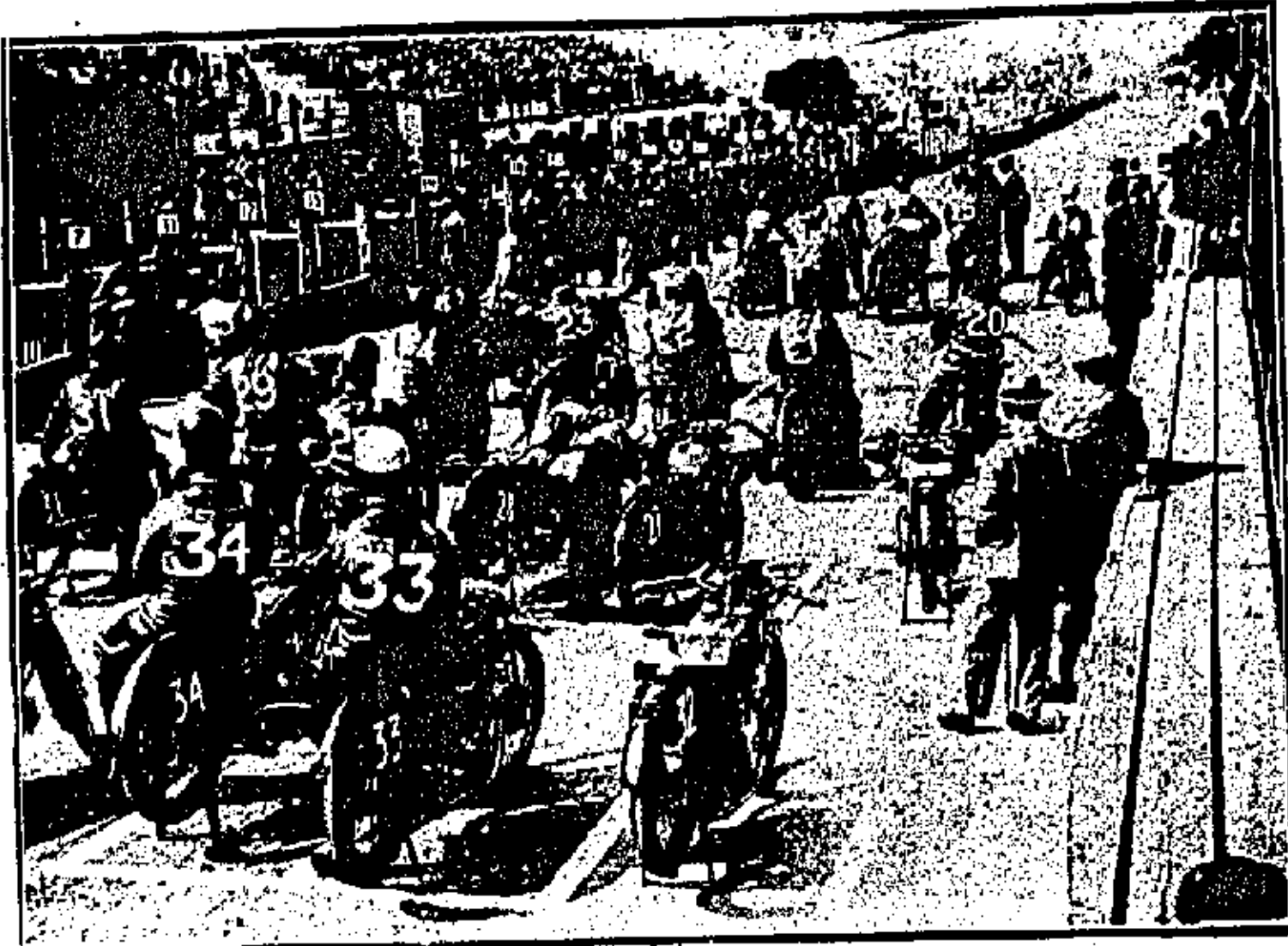
13, Queen's Road C.



# OUR HOMESIDE PICTURE SERVICE.



**OPEN-AIR BAPTISMS.**—Nearly 300 new converts (men and women) to the Elin Four Square Gospel Alliance (of which Mrs. Aimee McPherson is a well-known Principal) were immersed in a great baptismal tank in the grounds of Elin Bible College, Clapham Park, London, on June 15, by Principal George Jeffreys. Some 4,000 took part in the ceremony, the converts being robed in white. Our photograph is of some of the baptisms taking place.—(Sport and General).



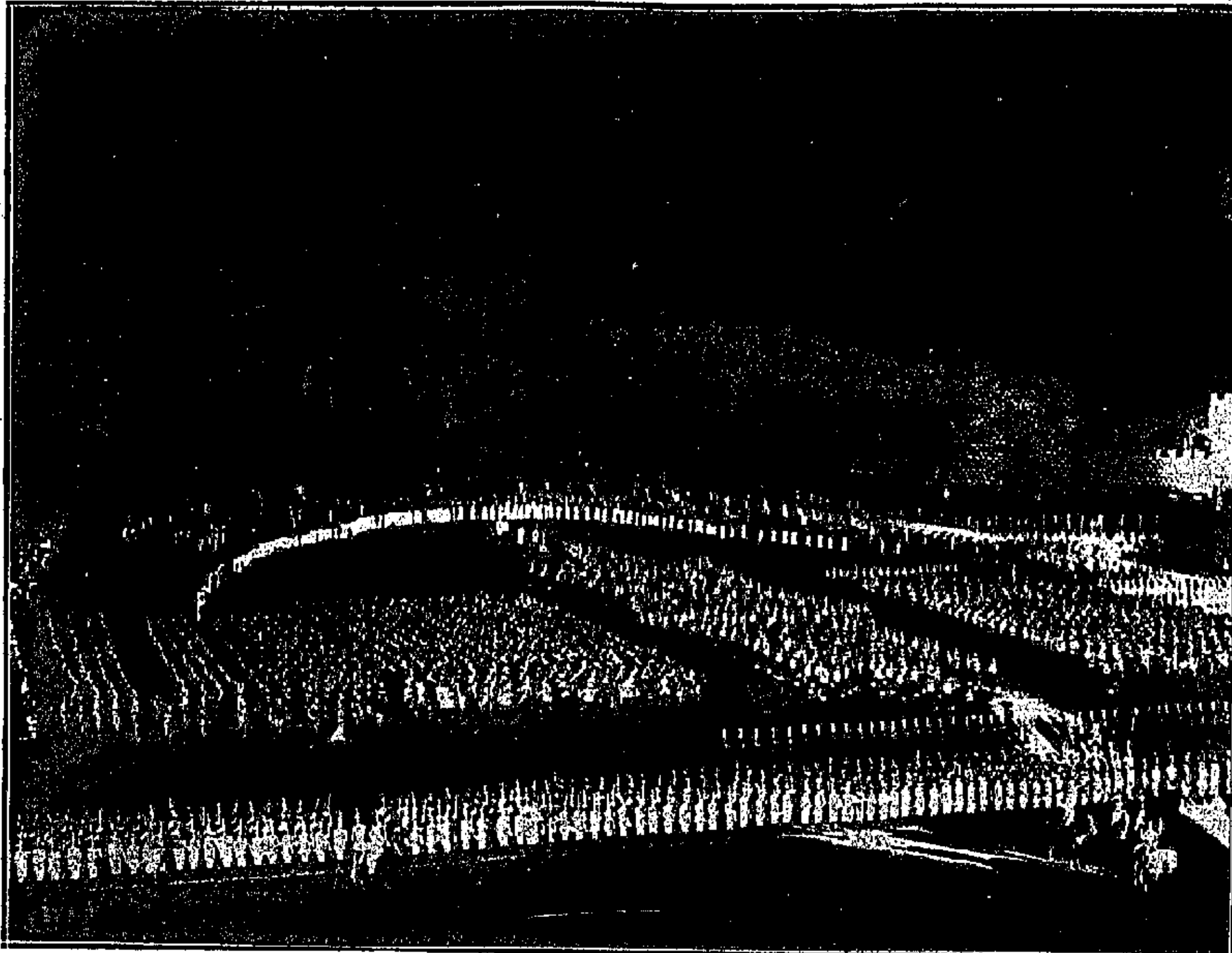
**T.T. RACE.**—The most popular sporting event in the Isle of Man. Thousands of spectators attended the Tourist Trophy races where well-known racing motor cyclists and dirt track riders created new speed records. The Lightweight Tourist Trophy was won by L. C. Crabtree with the record average of 63.87 miles per hour. The competitors are shown here at the start.—(Sport and General).



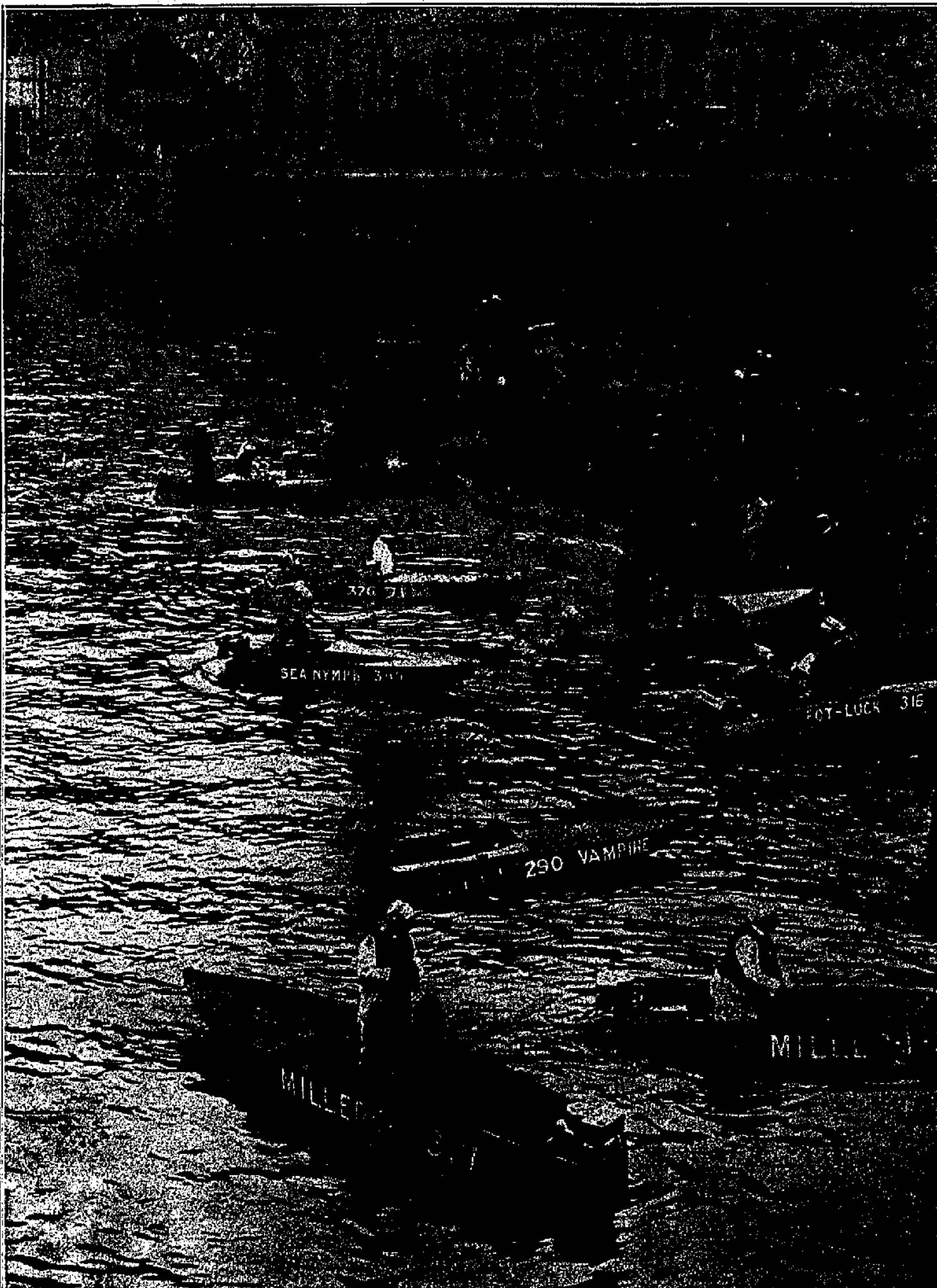
**RETURN OF CRANWELL-KARACHI FLYERS.**—Squadron Leader S. G. Jones-Williams, M.C., and Flt. Lt. N. H. Jenkins who recently set up a new British long-distance flight record by travelling from Cranwell, Lincs., to Karachi, India (a distance of 4,130 miles) in 50 hours 38 minutes, returned to Cranwell aerodrome in their giant R.A.F. Fairy (Napier) monoplane, and were greeted by Air Vice-Marshal Sir John Higgins. Left to right, Squadron Leader A. G. Jones-Williams, M.C., Flight Lieut. N. H. Jenkins, and Air Marshal Sir John Higgins.—(Sport and General).



**THE NEW LABOUR CABINET.**—At No. 10, Downing street, London. The Rt. Hon. J. Ramsay MacDonald (Prime Minister) with Miss Margaret Bondfield (Minister of Labour and first woman Cabinet Minister). Mr. MacDonald is seen making history in the garden of his official residence introducing his colleagues to the public through the medium of a talking film.—(Sport and General).



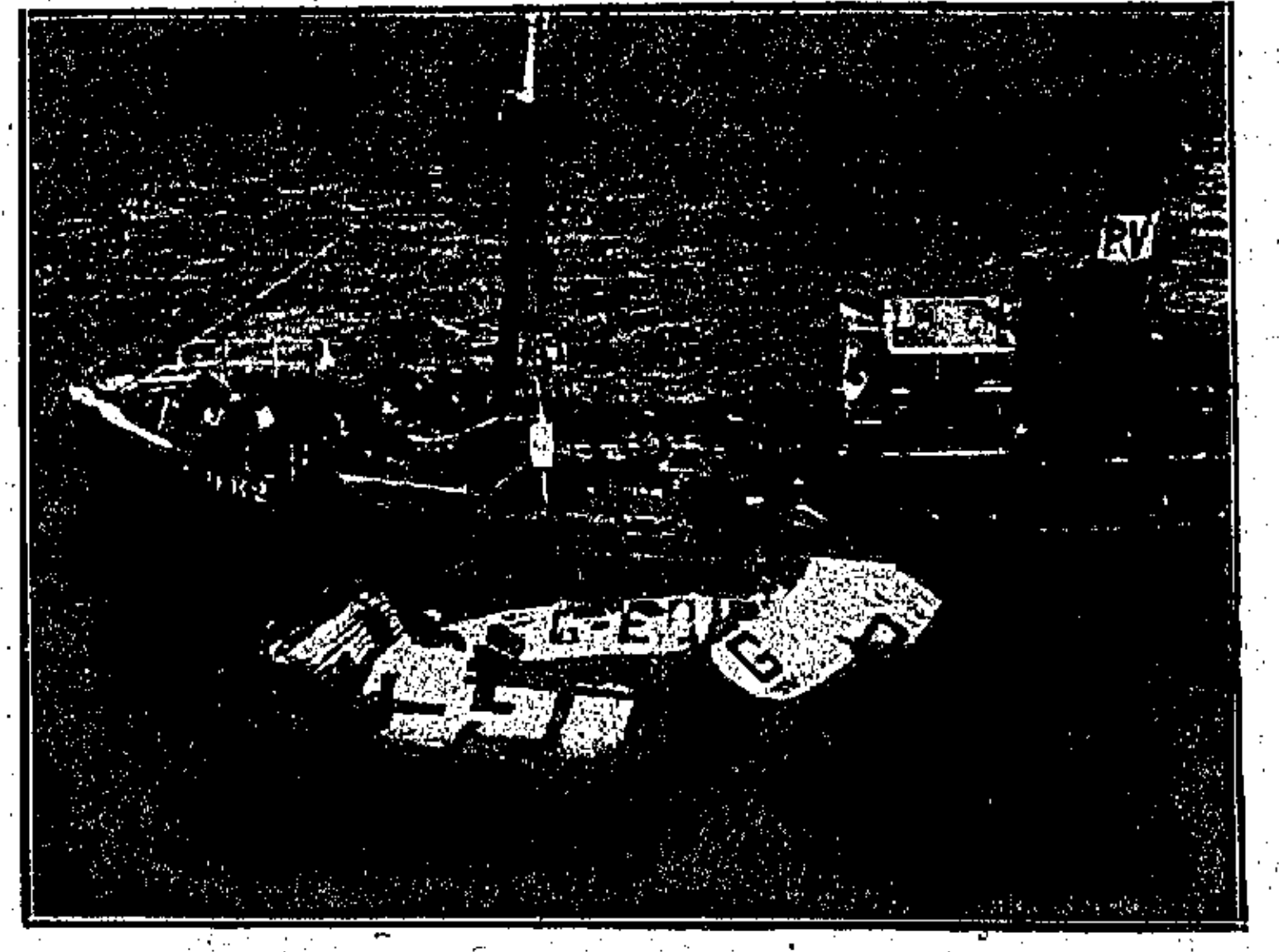
**SEARCHLIGHT TATTOO.**—The magnificent grand finale at Aldershot on June 22, when 4,000 soldiers performed evolutions resolving into the Star of the Garter. The scene on right (background) is reminiscent of Edinburgh Castle, Hong Kong, last year.—(Sport and General).



**CROSS-CHANNEL RACE.**—Prior to the start of the outboard motor boat event at Dover, in which none of 40 competitors finished owing to accidents and fog. The boats look very small indeed for the stormy passage.—(Sport and General).



**FOLE DANCE FESTIVAL.**—At Henham Palace, Oxfordshire, a scene that is typically English and, were it not for short skirts, one of old-time England. Picture shows dancing in progress.—(Sport and General).



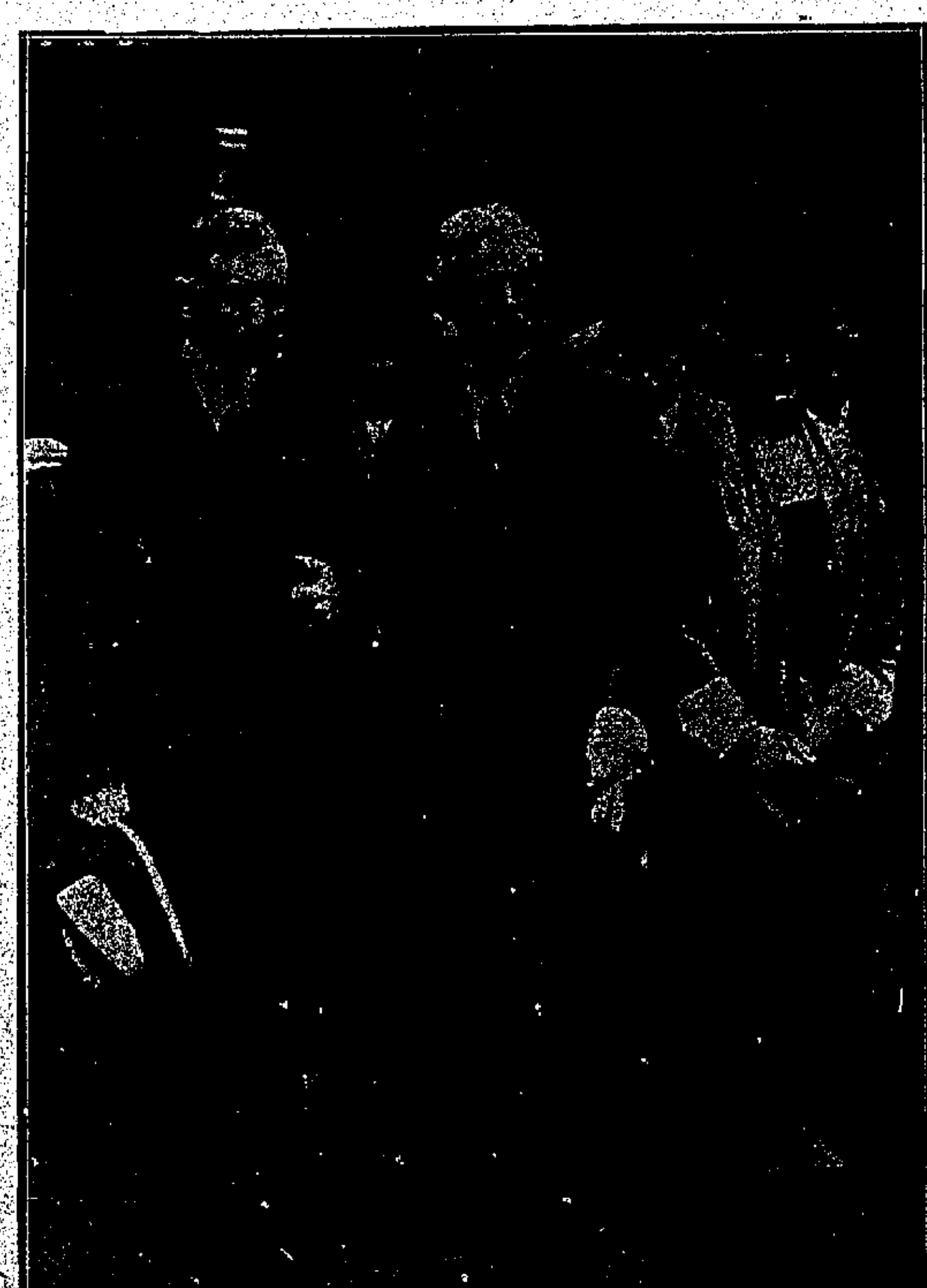
**LONDON AIR LINER FALLS INTO SEA.**—Seven persons, four of them women, were trapped in the water logged fuselage and drowned when an Imperial Airways liner, "City of Ottawa," made a forced landing in the English Channel three miles off Dungeness. The air-liner left Croydon en route for Paris and Switzerland with 13 people aboard on June 17. Trouble developed when the machine was half way over the Channel and the pilot turned for home. He could not reach land and came down beside a trawler which rendered great assistance in rescuing some of the passengers. The wreckage of the air liner is shown being towed by the trawler.—(Sport and General).



**THE QUEEN'S WONDERFUL WELCOME.**—In the East End of London, Hoxton received Queen Mary, when her Majesty opened the Girls' Hostel, recently built by the Girls' Guild of Good Life at a cost of about £15,000. The streets were packed with people, children waving flags enthusiastically, while houses were gaily decorated with bunting. Here are seen some of London's famous coster "pearlies" arriving to greet the Queen.—(Sport and General).



**FEEDING THE PIGEONS.**—In Victoria Gardens, Westminster, London. A typical sight in England's capital. Photo shows the pigeons gathering for their morning meal around two little bird-lovers, who delight in their task.—(Sport and General).



**PEACE TALK.**—General Dawes, the new American Ambassador to Great Britain, met the Prime Minister, the Rt. Hon. J. Ramsay MacDonald, at Lodge-house, Fortes, Morayshire, N.B., on June 16, for an informal talk on the question of naval disarmament. Lodge-house was placed at the Premier's disposal by General Sir Alexander Grant. Left to right, General Dawes, Mr. Ramsay MacDonald and his daughter, Miss Isabel MacDonald.—(Sport and General).





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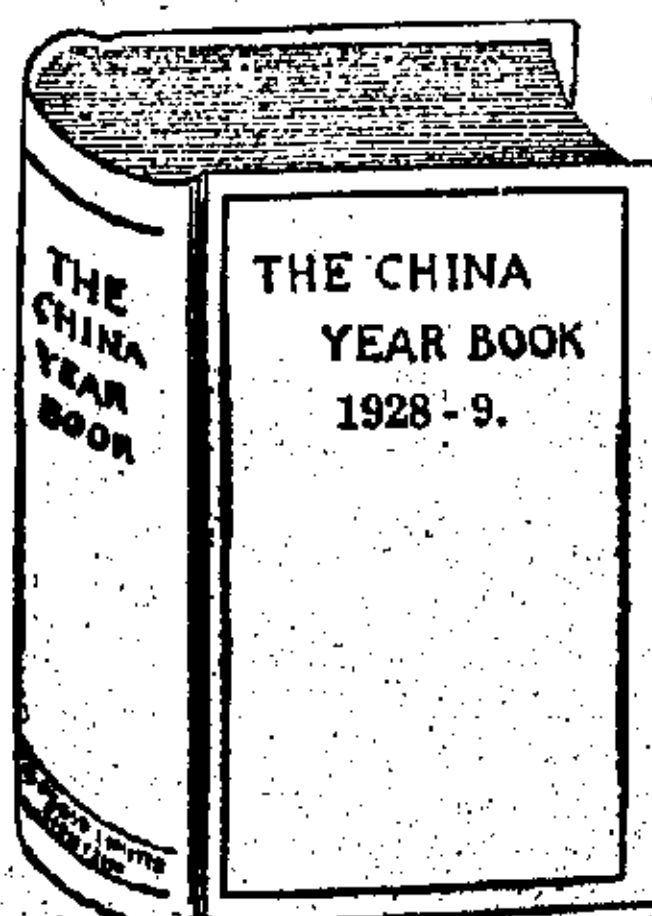
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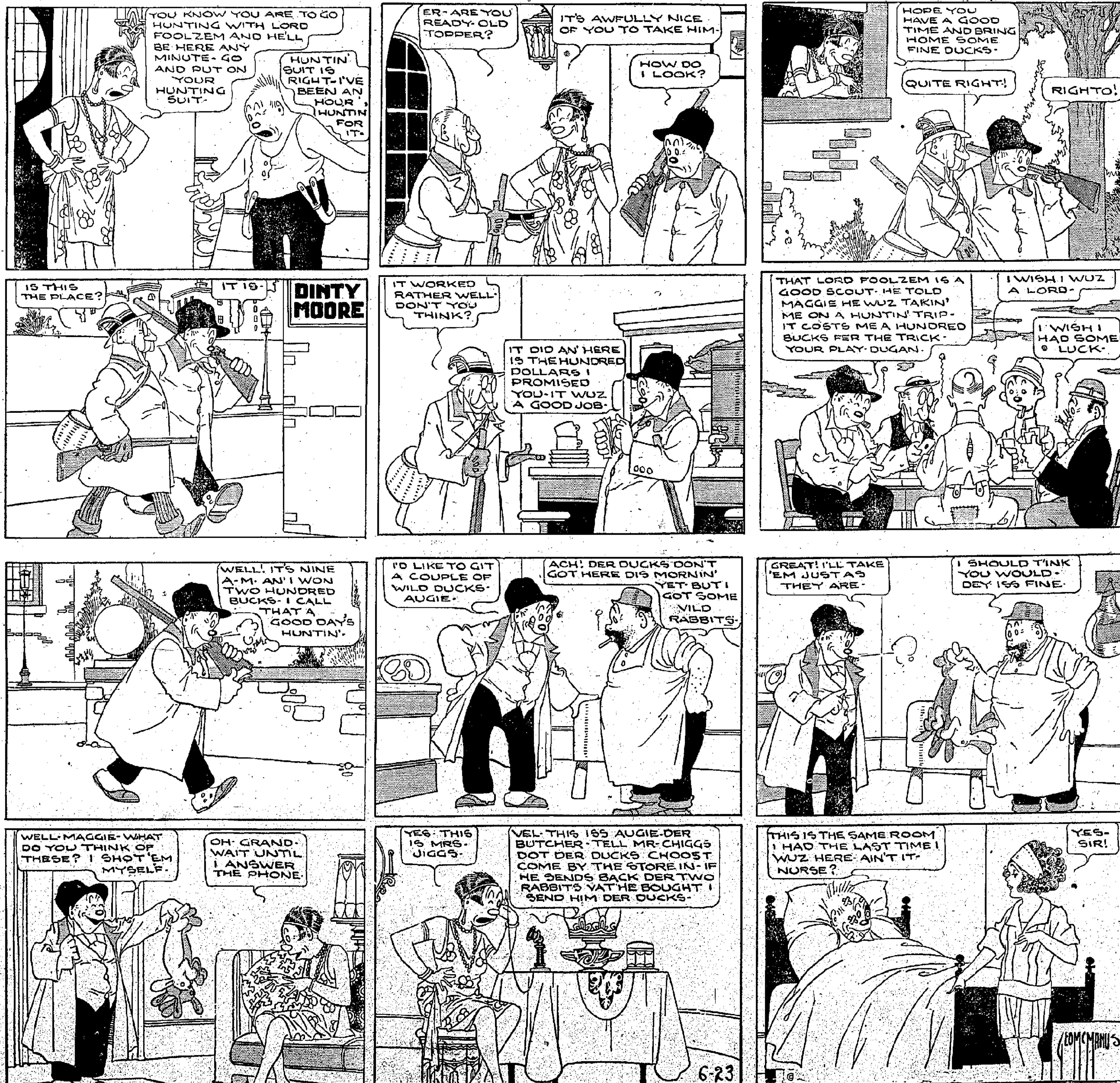
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## OUR WEEKLY SERMON

## Is A Philosophy Of History Possible?

## MODERN CHURCHMAN'S VIEWS

[By Professor A. S. Pringle-Pattison, LL.D., D.C.L., F.B.A.]

(Continued from July 6.)

It is in the Prophets that we find the most characteristic expression of this Jewish philosophy of history, and, as I have just said, it is connected in the closest way with the monotheistic faith to which they had fought their way and in which they educated their countrymen. For these great preachers of national righteousness, although Israel remains a chosen people, the favour of Jahveh is not something to be counted on as assured by the natural kinship between the nation and its God: it is dependent altogether on personal and social righteousness. "Seek good and not evil, that ye may live," says Amos, the earliest of them, "and so shall Jahveh of hosts be with you, as ye say." And in another passage he scornfully repudiates any special claim for Israel on the ground of nationality. "Did not I bring up Israel out of Egypt?" he imagines he hears the old nationalistic plea; yes, he answers, "but the Philistines, no less, from Caphtor and the Syrians from Kir." Thus in Amos already Jahveh comes instinctively to be thought of as the shaper of the whole world's destiny, the universal Providence who allots to each nation its place in the world and its mission in history. And when Isaiah in a well-known phrase speaks of Assyria as "the rod of Jahveh's anger," the unconscious instrument of his rebellious people, we have already, in set terms, the beginnings of a philosophy of history.

## Future of Jewish Nation

It is essential, if we are to understand Hebrew prophecy aright, to remember that in the prophetic announcements of a reign or kingdom of God to be established in the future, the reference is throughout to the terrestrial future of the Jewish nation (and the future of the neighbouring nations so far as that future is involved in the destiny predicted for the chosen people). Almost without exception the Prophets hold out the prospect of a happy end to Israel's troubles, conditional upon national repentance and a return to Jahveh. "In that day," says Isaiah, "shall Israel be the third with Egypt and Assyria, a blessing in the midst of the earth." Actually situated at the centre of the then known world, the position of Israel is to be central and dominant. The Philistines on the west, Edom, Moab and Ammon on the east, are to be brought into subjection, and the merchandise of Tyre is to be for them that dwell before Jahveh, to eat sufficiently and for durable clothing" (xxiii, 18). But the ascendancy of Israel is not envisaged as conquest and oppression after the Assyrian fashion: Israel is a community of nations who shall share with her in the knowledge of the true God. The philosophy of history is nationalistic but not ignobly so. Time passed, however, and the vision of political ascendancy faded away. The great prophet of the Exile looks for no more than local autonomy and religious freedom under the suzerainty of one of the great Empires which divided the world between them. He lays exclusive stress on the spiritual mission of Israel—Israel, Jahveh's righteous servant, "the people in whose heart is my Law," given "for a light to the Gentiles," to spread the knowledge of Jahveh and his righteousness to the uttermost ends of the world.

## Exclusive Spirit of Race

But in the sequel the savage attack upon their religious liberties by Antiochus Epiphanes in the middle of the second century B.C. inflamed the old exclusive spirit of race; and in the Apocalypses, which form so marked a feature of Palestinian literature in the two centuries which followed, the Gentiles appear for the most part as the enemies of God and the objects on which his vengeance is to be wreaked. The writers of these Apocalypses have surrendered all the prophetic hopes for the terrestrial future of the nation. They have ceased to hope for deliverance through any natural evolution of events or any human agency. The triumph of the righteous cause can come only through the direct intervention of God or of some supernatural Being: clothed with his authority; and such intervention will mean the catastrophic end of what they call "the present age"—the close of human history as it has hitherto existed on this planet. The Jews, or at least the pious core of the nation, are of course in the foreground as the representatives of the righteous cause; but the conflict assumes in these Apocalypses the dimensions of a cosmic drama. The immediately expected end is to be the culmination of an age-long struggle between supernatural forces of evil—revolted to fallen

angels—and the forces of goodness. In this transformation of the issue and in the pictures of the Last Judgment the influence of Zoroastrian conceptions on the original Jewish faith is clearly traceable. The most outstanding feature of the judgment is the final overthrow and punishment of those supernatural powers of evil to whose malignant agency the Apocalypses commonly trace the deflected course of human history.

## Ascendancy of Satan

It was in this atmosphere that Christianity was born, and, as we all know, the New Testament writers outdo the Jewish Apocalypses in the ascendancy which they ascribe to Satan in the present world. St. Paul actually calls him "the god of this world" (II Cor. iv, 4), and the title "prince of this world" occurs three times in the Fourth Gospel. And besides "the prince of the power of the air" himself (Eph. ii, 3), St. Paul knows many "world-rulers of this darkness"—"the principalities, the powers, the spiritual hosts of wickedness in the heavenly regions" (Eph. vi, 12). The first generation of Christians lived in daily and hourly expectation of the apocalyptic consummation. St. Paul habitually assumes that the event will take place in the lifetime of those whom he is addressing: "we shall not all die, but we shall all be changed." But however intelligible it may have been in the circumstances of the time, this conviction of the immediately impending end of the world must be regarded from the standpoint of a philosophy of history as a counsel of despair. It is, in effect, a confession that the divine experiment of man's creation has proved a failure. What we usually mean by Providence is a divine guidance of human affairs, such as the Hebrew prophets believed they had discerned in the course of their national history. But the apocalyptic or catastrophic solution proceeds on the assumption that human affairs have entirely escaped from providential control: in the present world the powers of evil have definitively gained the mastery, and nothing remains but to close the record and to evacuate the small remnant of the faithful.

## The Christian Theory

And yet, long after Christianity had made good its position as the official religion of the Empire, this remained the Christian theory. In the beginning of the fifth century A.D. we find Augustine in his *City of God* working out what is usually described as the first Christian philosophy of history on the same dualistic and catastrophic lines. His reading of history is still based on the traditional apocalyptic contrast between two kingdoms, cities or communities—the *civitas dei*, the kingdom of God, and the *civitas terrena*, the earthly kingdom, or the kingdom of the devil. The origin of the two communities he traces back ultimately, as the Jewish apocalypses did, to the fall or revolt of certain angels; or, as far as mankind is concerned, to the fall of Adam, from which have issued "two kinds of men, two great communities—the one ruled by self-love and self-will, the other by the love of God and man; the one predestined to reign eternally with God, the other to suffer eternal punishment with the devil." The world was, according to Augustine, in the sixth and last period of its history, the period which began with the birth of Christ. The time still to elapse could not be precisely estimated, but as soon as the number of the elect has been completed, he says, a number known only to God, the present world will come to an end, and the Last Judgment will usher in the Sabbath rest of God and his people.

## Sacred and Profane History

The importance of Augustine's treatise is not to be denied. In the spirit of the passage which I quoted at the outset of this paper, he does make an attempt to represent the course of history as a single movement in which a definite purpose is realized. Yet how imperfectly is the idea apprehended! To him we owe the absurdly lopsided antithesis, which so long persisted, between sacred and profane history; the history of the Jews as the staple theme and the history of the rest of the world episodically introduced at convenient intervals. And what are we to think of a theology which, in the words of an eminent theologian, "leaves the kingdom of the devil as not less enduring and more populous (vastly more populous, may we not say!) than the kingdom of God, so that the ultimate goal of history is for the majority of human souls one of eternal sin and suffering." How much more rationalistic is such a conclusion than the Zoro-

## RACE PREJUDICE

## AN ASTONISHING ALLEGATION CHALLENGED

## CHINESE AND HOTELS

Another allegation by Chinese propagandists at home against British institutions in Shanghai has been challenged, as shown by the following letter addressed to the Managers of the Majestic, Palace, and Astor House Hotels by an American citizen of Shanghai, and the reply. The astonishing statement by Dr. T. Z. Koo, to the effect that no Chinese gentleman would be permitted to enter a British Hotel in Shanghai through the main entrance, was published in a volume reporting addresses delivered in Liverpool last January. A letter from the general manager of the Hong Kong and Shanghai Hotels, Ltd., states that no such refusal of admittance to Chinese of that class has ever been customary in their hotels.

Letter to Hotel Managers.  
On July 1 the American resident in Shanghai addressed the following letter to the management of the hotels mentioned:—

"Will you kindly inform me if such an incident as the following alleged refusal of admittance to a British hotel in Shanghai could have occurred? 'This quotation is from an address delivered by Dr. T. Z. Koo, of the Chinese Y.M.C.A., before the convention of the Student Christian Movement at Liverpool, January 1 (published in a volume entitled, 'The Purpose of God in the Life of the World').—But, even after all these unequal treaties are abolished, we have only touched one phase of this international tangle. Let me give you an illustration of what I mean. A little over a year ago, in Shanghai, I had to call at a British hotel for a friend. As I walked into the main lobby of the hotel I was suddenly grabbed from behind and asked what business I had to come into the hotel by the main entrance. Did I not know that Chinamen can only come in by the side entrance? 'My impression is that I have seen many Chinese gentlemen go into your hotels freely through the main entrance.'"

Reply From Mr. Suckling.  
The following reply was sent by Mr. P. H. Suckling, general manager of the Hong Kong and Shanghai Hotels, Ltd.:—

"We beg to refer to your letter under date 1st instant, addressed to the managers of our Majestic, Palace, and Astor House Hotels, respectively, relative to an enquiry re truthfulness of statement made by Dr. T. Z. Koo regarding admittance of Chinese gentlemen to British hotels."

"It is difficult to believe that an incident such as the alleged refusal of admittance of a Chinese gentleman to a British hotel in Shanghai could have occurred in one of our establishments."

We seek for and welcome Chinese patronage, and we have the honour to include in the vast patronage accorded our various establishments a very large number of Chinese ladies and gentlemen both as resident guests, and as participants in the numerous dinners and like functions held."

"It can be observed daily that our Chinese patrons use the main entrances and lobbies of the hotels as freely as do our foreign guests."

"Chinese messengers, parcel delivery men, tradesmen, etc., are, of course, compelled to use the side entrances to the hotels, but similar rules prevail practically everywhere for that class of caller to hotels whatever the nationality."

"There have been periods at times—when disturbed conditions prevailed here—during which it has been necessary to exert extreme vigilance in connection with Chinese without credentials and who were not known to staffs seeking entry to the hotels. On these occasions perforce every precaution had to be taken with a view to avoidance of the possibility of disturbances gaining entry and fomenting trouble amongst our native staffs. Unfortunately the class in question were in the majority of cases well-dressed and exceedingly plausible."

"We can assure you that our guards or watchmen at the hotels are instructed to refuse admittance to Chinese of the gentleman class, and we are not aware of such instructions being in existence in other British hotels in Shanghai."

The allegation by Dr. T. Z. Koo is similar to various other false statements which have been widely published in the United States, Great Britain, and other countries, such as the assertion that a wealthy Chinese gentleman who desired to make a deposit in the National City Bank of New York in Shanghai was refused entry to the bank, which was proved by the manager of the bank to be a pure fabrication. The similar notorious lie as to the sign outside one of the public parks in Shanghai, "Dogs and Chinese not admitted," is familiar to all.

## CHINA AND RUSSIA

## REASON FOR RECENT ACTION IN MANCHURIA

## THE 1924 AGREEMENT

Harbin, Yesterday.  
General Lu Yung-kuan, President of the Chinese Eastern Railway, has issued a circular telegram to-day in which he states that the steps which the Chinese authorities have taken in the last two days have been necessitated by the desire of Mukden to uphold the Mukden-Moscow agreement of 1924, which has been repeatedly violated by the Soviet.

Since the agreement, Mukden has loyally carried it out, whereas Moscow has flouted it. Mukden could have advocated many times, but desired an amicable settlement.

Equal Power  
General Lu, in the capacity of President of the C.E.R., called to the attention of the Russian general manager that under the agreement the Chinese should have equal power in management of the railway, and an equal number of employees, and that Chinese should be the official language with Russia. He hoped the Russians would realise their mistakes, and carry out the agreement, but recent events have been disappointing.

In the recent raid on the Soviet Consulate, documents were found showing that the Soviet used the railway as an instrument for Communist propaganda in China, and all important Russian officials were engaged in propaganda, while the union of strengthening Moscow's hold on the line. These acts were detrimental not only to the railway but also were a grave menace to the safety of China.

Foreign Sympathy  
Moscow made no effort to carry out her agreement, and had done everything to destroy it.

"For the purpose of preserving Chinese interests and guaranteeing the agreement, and with orders from the Government, I therefore proceeded to carry out the terms of the 1924 agreement."

He is confident that he has the sympathy of Chinese and foreigners with his motive, and hopes the Soviet will at once accept and carry out the various proposals brought up for their consideration. "If they remain obstinate, we will take such action as we deem fit and necessary to cope with the situation."—Reuter.

## Official Statement

Peking, Yesterday.  
Dr. C. T. Wang (Foreign Minister) gave a tiffin to Press correspondents to-day and made a short statement regarding Russian relations.

He said: "My Government is not inimical towards Russia at all. In fact, since I have been in office I have maintained relations with Russia, but my Government is determined to stamp out Communism and Communist propaganda in China, in any form. Information gained through the Harbin raid has made it necessary to stamp out Communism there, but, I repeat, we are not unfriendly towards Russia." Dr. Wang stated that hitherto he had not received any communication from Moscow regarding the Harbin events.—Reuter.

## Japan Watching

Tokyo, Yesterday.  
While no action on the part of Japan is thus far called for, official circles make little attempt to conceal their anxiety or minimise the gravity of possible developments in Manchuria following China's seizure of the Chinese Eastern Railway.

The spokesmen summed up the Government's present attitude as one of "very close watching and waiting." In spite of rumours that Soviet troops are concentrating on the frontier and that Russo-Chinese hostilities are inevitable, official despatches fail to confirm this.—Reuter.

## MILK TRUST

## BORDEN COMPANY'S ACTIVITIES

New York, Yesterday.  
The Borden Company, the well-known dairy products concern, has acquired 52 other companies engaged in the milk and associated businesses, including Messrs. Amos, Bird, and Company, of Shanghai, and the Cascin Company.

The Borden Company's gross sales in 1928 were \$36,000,000.—Reuter's American Service.

## M. KLOTZ

## EX-FRENCH MINISTER'S SENTENCED

Paris, Yesterday.  
The Correctional Court have sentenced the ex-Finance Minister, M. Klotz, to two months' imprisonment for fraud and abuse of trust in issuing worthless cheques.—Reuter.

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## SHADOWS BEFORE.

## COMING EVENTS ANNOUNCED IN "CHINA MAIL"

## Social Functions

To-day—Hong Kong Hotel and Peninsula Hotel—Tea Dances, 4.30 p.m.; and Dinner Dances, 8.30 p.m.; Repulse Bay Hotel Dinner Dance.

## Entertainments

To-day—Cabaret Entertainment, Repulse Bay Hotel.

July 15—Cabaret Entertainment, Hong Kong Hotel Roof Garden.

To-day—Queen's Theatre; "The Foreign Legion."

To-day—World Theatre; "Ramona."

To-day—Star Theatre; "Square Crooks."

To-day—Majestic Theatre; "The Way of All Flesh."

Miscellaneous  
To-day—C.C.C. Radio Night.

Lammet's Auction  
July 17—At Sales Room, household furniture, 2.30 p.m.

Home Mail  
To-day—Inward via Negapatam ("Benalder").

## MR. L. M. WHYTE

## DEATH FOLLOWS A SERIOUS OPERATION

## GREAT LOSS TO COLONY

A large circle of friends, both here and in the outposts, will regard the passing of Mr. L. M. Whyte, a principal of the firm of Messrs. Donnelly and Whyte, as a personal loss.

The death of Mr. Whyte occurred at the French Hospital at 7 p.m., yesterday from peritonitis following an operation for appendicitis which was performed on Tuesday night.

Mr. Whyte at first bore the operation well, but subsequently his condition caused anxiety. He had been sinking steadily since Thursday until he passed away last night.

## A Life of Activity

Mr. Whyte was an active worker in the cause of the Navy League, of which he was Hon. Secretary of the local branch for a number of years. Indeed, but for his great enthusiasm it is doubtful whether the local branch would be in existence to-day. He was also a prominent Freemason, being P.M. of Lodge Perseverance, P.L. of Cathay Chapter, and W.M. of Concordia Mark Lodge, in addition to which he was an officer of other masonic institutions.

During the War, Mr. Whyte saw service for a period, and held the rank of Captain.

As a Cheung Chau resident, he will always be remembered for his efforts to improve the amenities of the island. He was a prominent member of the Cheung Chau Residents' Association and at one time held the office of President. He organised a golf club on the island, and provided a house for the headquarters but owing to lack of support the club ceased to exist. In the 1923 typhoon the roof was blown off the clubhouse, and it was never repaired.

The late Mr. Whyte was a member of the local Saint Andrew's Society, and associated himself in several of its activities.

The funeral is to take place to-day, passing the Monument at 5 o'clock.

## MR. H. ABEND

## JOB FROM THE "NEW YORK TIMES"

Peking, Yesterday.  
The "New York Times" has appointed Mr. Hallett Abend its chief correspondent in China, with headquarters at Shanghai.—Reuter.

[The Nanking Government recently requested Mr. Abend's extradition on the grounds of "offensive and untrue comment on Chinese affairs."]

## PROHIBITION CAPTURE

Boston, Mass., Yesterday.  
American destroyers have brought in a speedy 75ft. Canadian motor-boat, the *Mareux* *Landola*, loaded with liquor. The boat was captured off Cape Cod yesterday.—Reuter's American Service.

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Jockey Club	25's	9.50 " "
Londres Finos	25's	7.75 " "
Bouquet de Salon	25's	6.25 " "

**LA CORONA:**

Coronas	25's	\$21.50 per box
Half-a-Corona	25's	11.25 " "
Celestiales Chicos	25's	10.75 " "

**EL AGUILLA DE ORO "BOCK Y CA":**

Excelentes	25's	\$8.25 per box
Portenas Finas	25's	7.00 " "

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Unrivalled as a drink. Mixes well with Wines, Spirits or Milk.

Tansan raises the spirits and excites sanguine anticipation, even as a flagon of wine exhilarated the monks of old.

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Would have waived the flagon of wine away  
And consoled himself as any man can  
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Investiture At The University

### A PLEASING CEREMONIAL

Yesterday afternoon His Excellency the Governor, Sir Cecil Clementi, K.C.M.G., held an investiture in the Great Hall of the Hong Kong University, in the presence of a large gathering of senior Naval, Military and Civil Officials, and the leading residents of the Colony.

The recipients of honours were Mr. Li Yau-tsun, who was made a Companion of the Order of the British Empire; Lieut.-Col. L. G. Bird, who was made an Officer of the same Order (Military Division); and Mr. P. J. Julian, who was made a Companion of the Imperial Service.

Mr. Cheng Cheuk-hin, who was also awarded the I.S.O., was unable to attend the investiture on account of illness, and he will be invested privately by His Excellency.

The principal guests were:—Miss Brown, Col. Young, Capt. Wake, Walker, Col. Stewart, Hon. Mr. J. P. Braga, Hon. Dr. R. H. Kotewall, C.M.C., LL.D., Hon. Comdr. G. F. Hole, R.N., (retired), the Hon. Mr. T. H. King, the Hon. Sir Shou-son Chow, Kt., the Hon. Mr. J. Breen, the Hon. Mr. W. T. Southern, C.M.G., Commdore Hill, Col. Haskard, Col. Brownrigg, Hon. Mr. R. A. C. North, Hon. Sir Henry Pollock, Kt., K.C., Hon. Mr. W. E. L. Shanton, His Honour Mr. J. R. Wood, Hon. Dr. A. R. Wellington, Hon. Mr. A. C. Hynes, Hon. Mr. E. D. F. Beith, Col. R. B. Skinner, Col. Bostock, Rev. H. R. Wells, O.B.E., Mr. G. Duncan, O.B.E., Mr. J. H. Hunt, O.B.E., Captain Wernicke, Captain Frith, Mr. R. Sutherland, O.B.E., Maj. Campbell, Maj. Lucas, Mr. Ho Kom-tong, O.B.E., Mr. C. G. Alabaster, O.B.E., K.C., Mr. H. K. Holmes, Rev. Fr. F. Parisotti, O.B.E., Lt.-Col. T. A. F. Robertson, O.B.E., Mr. F. C. Jenkin, C.B.E., Comdr. Parsons, Lt.-Col. Wyatt, Maj. Doyle, Maj. Hutson, Maj. Robertson, Mr. E. Cock, M.B.E., Capt. Dunbar, Lieut. Marks, Mr. M. K. Lo, and Directors of the Tung Wah Hospital.

Colonel Bird,—It gives me very great pleasure, on behalf of His Majesty the King, to invest you with the insignia of Officer in the Military Division of the Most Excellent Order of the British Empire. Besides holding an honoured position in the business community of this Colony, you have for many years been an active member of the Hong Kong Volunteer Defence Corps, which you now command. You joined the Hong Kong Volunteer Reserves in 1909, receiving the rank of Captain and Adjutant in 1914. Then came the Great War, and in December, 1914, you volunteered for war service. You served in the 11th Lancashire Fusiliers and rose to the rank of Lieutenant Colonel in June, 1916. Subsequently you were transferred to the Queen's Regiment until demobilization. You were awarded the Distinguished Service Order in 1916 and you were mentioned in despatches in 1917. When the war was over, you returned to Hong Kong, and on March 20, 1920, you were appointed Commandant of the Hong Kong Volunteer Defence Corps. Since then the interest you have taken in the welfare of the Corps has never flagged, and you have devoted yourself and your leisure generously and wholeheartedly to your self-imposed task. I am glad to see in the decoration, now given you, His Majesty's recognition both of your own work and of the patriotic services of the Corps which you command.

His Excellency then received the insignia of Officer of the Order of the British Empire from Captain Perfect, A.D.C., and invested Lieut.-Col. Bird, shaking hands with him. Lieut.-Col. Bird and his supporters then took up positions on the dias.

Mr. P. J. Julian  
The third procession then proceeded to the front of the dias, led by Captain Whyte, R.E., who was followed by Mr. A. J. Reed, I.S.O., Mr. P. J. Julian, I.S.O., and Mr. H. Dixon, I.S.O.

After they had halted in front of His Excellency and bowed, the Chief Justice read the copy of the warrant handed to him by Captain Sillitoe, A.D.C.

His Excellency then addressed Mr. Julian as follows:—  
Mr. Julian,—The King has appointed you to be a Companion of the Imperial Service Order, and I am very glad that it has fallen to me to invest you with the insignia of that Order, because I well remember the days in 1901 and 1902 when you were acting First Clerk in the Colonial Secretary's Office and I was acting as Assistant Colonial Secretary. We were closely associated then in the daily office routine, and I found it a pleasure to work with you. Your service in Hong Kong began as long ago as 1888 when you were a Writer in His Majesty's Naval Yard. From 1891 to 1894 you were Chief Clerk in His Majesty's Ordnance Department, and since then, with the year's interval of work in the Colonial Secretary's Office, to which I have referred, you have been continuously employed in the Public Works Department, where since 1913 you have been the Senior Clerk. Both on private and public grounds I congratulate you on His Majesty's recognition of your work. Your service has been long, faithful and meritorious.

Sir Cecil then received the insignia of Companion of the Imperial Service Order from Captain Whyte, and invested Mr. Julian, shaking hands with him.

Mr. Li Yau-tsun and his supporters then took up positions on the dias. As soon as they were in position and had faced the audience, the second procession advanced to the front of the dias.

Lieut.-Colonel Bird  
This was headed by Captain P. Perfect, A.D.C., who was followed by Mr. C. M. Manners, O.B.E., Lieut.-Col. L. G. Bird, D.S.O., O.B.E., and Major C. Willson, O.B.E.

The same procedure was followed in front of the dias, and after Sir Henry Gollan had read a copy of the warrant and returned it to Captain Sillitoe, A.D.C., His Excellency addressed Lieut.-Col. Bird as follows:—

Colonel Bird,—It gives me very great pleasure, on behalf of His Majesty the King, to invest you with the insignia of Officer in the Military Division of the Most Excellent Order of the British Empire. Besides holding an honoured position in the business community of this Colony, you have for many years been an active member of the Hong Kong Volunteer Defence Corps, which you now command. You joined the Hong Kong Volunteer Reserves in 1909, receiving the rank of Captain and Adjutant in 1914. Then came the Great War, and in December, 1914, you volunteered for war service. You served in the 11th Lancashire Fusiliers and rose to the rank of Lieutenant Colonel in June, 1916. Subsequently you were transferred to the Queen's Regiment until demobilization. You were awarded the Distinguished Service Order in 1916 and you were mentioned in despatches in 1917. When the war was over, you returned to Hong Kong, and on March 20, 1920, you were appointed Commandant of the Hong Kong Volunteer Defence Corps. Since then the interest you have taken in the welfare of the Corps has never flagged, and you have devoted yourself and your leisure generously and wholeheartedly to your self-imposed task. I am glad to see in the decoration, now given you, His Majesty's recognition both of your own work and of the patriotic services of the Corps which you command.

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## EXCHANGES

### TO-DAY'S QUOTATIONS

On London—	
Bank, wire .....	1/11 1/2
Bank, on demand .....	1/11 3/16
Bank, 30 days' sight .....	
Bank, 4 months' sight .....	1/11 3/8
Credits, 4 months' sight .....	2/- 1/2
Documentary 4 months' sight .....	2/- 1/4
On Paris—	
On demand .....	1197 1/2
Credits, 4 months' sight .....	1272 1/2
On Berlin—	
On demand .....	
On New York—	
On demand .....	46%
Credits, 60 days' sight .....	48 1/2
On Bombay—	
Wire .....	129 3/4
On demand .....	129 3/4
On Calcutta—	
Wire .....	129 3/4
On demand .....	129 3/4
On Singapore—	
On demand .....	83 1/2
On Manila—	
On demand .....	94
On Shanghai—	
On demand .....	82 1/2
30 day's sight (private paper) .....	
On Yokohama—	
On demand .....	102 1/4
Gold Leaf, 100 fine (per tael) .....	
Sovereigns (Bank's buying rate) .....	10.00
Silver (per oz.) .....	24 3/16
Bar Silver in Hong Kong .....	2 1/2% dis.
Copper Cash .....	Nominal
Copper Cents .....	3% Prem.
Rate of Native Interest .....	7% p.a.
Chinese Sub. Coin .....	32 1/4% dis.
Hong Kong Sub. Coin Par.	

then took up positions on the dias. As soon as they had faced the audience, His Excellency addressed the audience with regard to the absence, due to illness, of Mr. Cheng Cheuk-hin, I.S.O., who also was to have been invested yesterday.

His Excellency said:—  
Ladies and Gentlemen,—The King has appointed Mr. Cheng Cheuk-hin, Higher Grade Clerk of the Public Works Department, to be a Companion of the Imperial Service Order. I very much regret that Mr. Cheng's state of health prevents him from being present here this afternoon and, in view of his medical adviser's report, I propose to invest him privately and not publicly with the insignia of the Order. I desire, however, to avail myself of this opportunity to congratulate Mr. Cheng Cheuk-hin publicly on this recognition of his services. The Imperial Service Order consists of the Sovereign, the Prince of Wales and such Companions as the Sovereign appoints. Only members of the administrative or clerical branches of His Majesty's Civil Services are eligible for Companionship. It is ordained that the number of Companions shall not exceed 425, of whom 250 shall belong to the Home Service and 175 to the Civil Services of British Colonies and Protectorates. The precedence of Companions of the Imperial Service Order is next to, and immediately after, Companions of the Distinguished Service Order. Therefore, His Majesty the King, in appointing Mr. Cheng to be a Companion of the Imperial Service Order, has admitted him to a small and honourable body of Civil Servants, of which he is himself the head. Mr. Cheng has well earned this distinction by long and faithful service to the Hong Kong Government since he first became an Interpreter to the Police Department in 1898. He has served not only in the Police Department, but also in the Sanitary Department, the Post Office and the Public Works Department, and his work has been meritorious throughout.

The Band then played the National Anthem.

Afterward His Excellency and Lady Clementi proceeded to the body of the Great Hall, where tea was served.

Congratulatory Messages  
Congratulatory letters and telegrams received by Mr. Julian included those from the Rt. Hon. the Secretary of State for the Colonies in the old Government, on whose recommendation the honour was conferred; a personal note from H.E. Sir Cecil Clementi, K.C.M.G., with whom Mr. Julian had worked in the Colonial Secretariat in 1901-02 when Sir Cecil was assistant Colonial Secretary; Sir A. G. M. Fletcher, a former Acting Colonial Secretary of Hong Kong, and Governor elect of the Fiji Islands, who is at present on furlough at home; the Hon. Mr. D. W. Trautman; the Hon. the Colonial Secretary, H.E. the Governor and the Government of Hong Kong; the Hon. Mr. H. T. Creasy, C.B.E., Director of Public Works; the Superintendent of Botanical and Forestry Department, the Hon. Dr. R. H. Kotewall, C.M.G., LL.D., who had also worked with Mr. Julian in the C.S.O.; numerous friends local and abroad; and from relatives in Jersey, Channel Islands, and in Lansdowne, Penn., U.S.A.

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## BRUNSWICK RECORDS

JUST RECEIVED

- 4033—There's a Rainbow Round My Shoulder Al Jolson  
Sonny Boy .....
- 4100—A Night at Coffee Dan's ..Comic Novelty 1 .. Frank Shaw  
A Night at Coffee Dan's ..Comic Novelty 2 .. "
- 4170—The Sun is at My Window F.T. .... Denny's Orch.  
My Mother's Eyes .....
- 4188—The Monte Carlo Song .. Song with Piano, etc. ....  
I'm Wild About Horn's .....
- 4189—If I had You .....
- 4193—Happy Humming Bird .. F.T. ....  
Susanna .....
- 4196—Guess Who .....
- 4198—The Spell of The Blues .. Blues .. Jesse Stafford Or.  
You'll Never Know .....
- 4203—When The World is at Rest F.T. .... Johnson's Orch.  
I'll Never Ask for More .....
- 4209—A Precious Little Thing Called Love .. Song Danny Shown  
My Mother's Eyes .....
- 4216—One Kiss .....
- 4241—Mi Amado .....

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Hong Kong. Happy Valley. Hong Kong.  
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NEW CANTON BRANCH: 85, Tai Sap Po, Canton.



# Sport Columns

## HOME CRICKET

(Continued from page 1.)

### Lancashire v. Gloucester

London, Yesterday.  
At Manchester, Lancashire took 1st innings points for a lead against Gloucestershire. Scores:— Gloucester (1st innings) 121 runs (Macdonald took 6 wickets for 47 runs and (2nd innings) 200 runs for 8 wickets. Lancashire (1st innings) 168 runs.

### Kent v. Essex

At Folkestone, Kent beat Essex by 72 runs. Scores:— Kent 323 runs (Ames made 101) and 61 runs (Nichols 5 for 27). Essex 230 runs (O'Connor 116; Freeman 5 for 99) and 82 runs (Freeman 7 for 28).

### Yorkshire v. Worcester

At Huddersfield, Yorkshire lost 1st innings points to Worcester-shire. Scores:— Yorkshire 238 runs (Root 7 for 65) and 267 runs for 9 wickets. Worcester 252 runs and 118 runs for 7 wickets.

### Somerset v. Derby

At Bath, Somersetshire lost to Derbyshire by 132 runs. Scores:— Derby 94 runs (J. C. White 5 for 23) and 346 runs for 9 wickets, declared (Lee 118). Somerset 179 runs (Mitchell 4 for 19) and 129 (Mitchell 4 for 22).

### Sussex v. Northants

At Brighton, Sussex beat Northamptonshire by an innings and 107 runs. Scores:— Northants 125 runs (Tate 7 for 48) and 215 runs. Sussex 447 runs (Langridge, J. 110).

### Gentlemen v. Players

At the Oval, the Gentlemen drew with the Players. Scores:— Gentlemen 450 runs and 221 runs for 4 wickets, declared. Players 334 runs and 163 runs.

## FOOTBALL

### COMMITTEES APPOINTED FOR NEW SEASON

At a meeting of the Hong Kong Football Association Council yesterday afternoon, a sum of £25 was voted for the F. J. Wall Memorial Fund. The following were appointed to serve on the various Committees:— Emergency Committee. — Messrs. J. Ormiston, H. K. Lee and R. K. Duncan.

Referees' Committee. — Messrs. F. Smith, G. T. May and Lieut. George. League Management Committee. — Messrs. J. S. Shek, J. Rodgers, P. T. James, G. T. May and A. W. Eastman. Appeals Board. — The President and two Vice-Presidents.

New Treasurers. — Messrs. Percy Smith, Seth and Fleming were appointed Treasurers from August 1. Mr. G. T. May was appointed to act in an honorary capacity as assistant.

A further appointment was that of Mr. Ip Kau-ko to be assistant to the Honorary Secretary.

Mr. Black's Departure. — Mr. F. W. Black, who has been a member of the Council for many years, is leaving for home next month. The Council decided to entertain him at a dinner on August 10. A committee was appointed to make the necessary arrangements.

It is notified that Council meetings will be held on the second Tuesday of every month.

Referees' Association. — A special meeting of the Referees' Association will be held in the Council room, H.K.F.A., French Bank Building, Queen's Road Central, on Friday, at 3.30 p.m. sharp. All referees are requested to attend, as business of importance will be discussed.

for 5 wickets.

Wales v. South Africans. — At Rydal School, Llandudno, Wales lost to the South Africans by 10 runs. Scores:—

South Africans 192 runs (R. H. Catterall 117; Barnes 6 for 28) and 239 runs.

Wales 159 runs and 262 runs (Bates 102; C. L. Vincent 5 for 70).—Reuter.

## CANTON ITEMS

### HOW NEW NOTES ARE BEING CIRCULATED

#### PAYMENT OF TAXES

Canton, Yesterday.  
According to the notice issued by the Central Bank of China and as previously reported, new bank notes amounting to \$9,000,000 were to be put into circulation as from July 10, in ratio to the amount of the old notes replaced. The new notes may be exchanged on demand for silver coins at par. From July 15, the old regulation, which went into effect, since the war with Kwangsi, requiring taxes to be paid 80 per cent. in silver coins and 20 per cent. in notes, will be abolished, and thereafter merchants will be required to pay their taxes in the new notes.

Old notes that have been destroyed to date in the presence of officials and representatives of banks and guilds amount to \$2,910,650, since the new notes came into circulation. To meet the demand for cash payment on the new notes, the Government Mint is working overtime, turning at \$500,000 coins daily.

#### Aviation Control

It is reported in aviation circles that the Central Government has in contemplation the entire control of aviation in China. In order to advance aviation both in military and commercial spheres, the Central Government is planning to have no less than 500 planes with properly trained crews. When the military situation in the country is settled, the Government intends to push commercial aviation energetically, for which purpose stations will be established in all the provinces.

General Cheung Wai-chang, Chief of the Aviation Bureau at Canton, who left for Nanking a fortnight ago, is reported to be formulating a scheme for the Central Government for the promotion and development of aviation in China, and for the organisation of a Central Control Aviation Department in Nanking.

#### Police School Expansion

The progressive Chief of Public Safety, General Au-Yang Kui, has given instructions for the expansion of the Police School, which trains 200 police officers under the present regulation but which is to be expanded so as to receive 500 and 1,000 policemen for intensive training. The course, which covers a period of three months, will embrace instruction and training in, besides the usual police regulations and duties, motor cycling and fingerprint, the last-named subject having been left out for some time. Two modern buildings for office work at Police Headquarters will soon be put up at a cost of \$50,000; the old buildings on the site chosen for the new buildings are being torn down. General re-organisation of the departments of the Commissioner of Public Safety is now under consideration, so as to secure efficiency in the service and to give maximum benefit to the public.—Canton News Agency.

#### The "Model District"

Canton, Yesterday.  
The inhabitants of Chungshan, formerly the Heungshan district in Kwangtung, the birthplace of the late Dr. Sun Yat-sen, will be free of troops, and this will actually mean the freedom from gambling and other matters, as the provincial military authorities have acceded to the request of the district council to quarter no more troops there. The people of Chungshan are trying to make their territory a "model" district. The district of Chungshan has given birth to a number of Kuomintang leaders, including Mr. Sun Fo, son of the late Dr. Sun Yat-sen, Mr. Wu Tze-han, a former Canton Chief of Police, and Mr. Cheng Tien-tow, formerly Manager of the Kwangtung Provincial Bank.

Mr. Li Luke-chiu, onetime private secretary to Dr. Sun, also a native of Chungshan, is now magistrate of the district.—Nan Chung Kuo News Service.

## KENT DISASTER

### DEATH ROLL NOW TOTALS FOURTEEN

#### HORROR-STRICKEN TOWN

The death roll at Gillingham totals 14.

Earlier Telegrams  
Two men and 9 sea scouts, the latter under sixteen years of age, were incinerated in the premature burning of the dummy tower. The victims are unrecognisable. Several firemen were seriously injured in making rescue efforts. The fete was on behalf of the Rochester Hospital.

"Realistic"  
The death-roll at Gillingham is now twelve. The tragedy was heightened by the fact that many in the crowd did not realise what was happening, and regarded the affair as merely a "realistic spectacle," as described in the programme.

The town was horror-stricken when the truth became known. Frantic relatives of the victims flocked to the mortuary, but the bodies were unrecognisable, a watch or a remnant of clothing being the only means of identification.—Reuter.

While Li Pak-ha (20) wash amah employed at No. 5, Babington Path, was washing clothes at the nullah that runs by the side of the path, she accidentally fell into the nullah sustaining injuries to her head. She was at once removed to the Government Civil Hospital.

Inquiries made by the "China Mail" this morning regarding the condition of Detective Inspector L. P. Lane, of the Hong Kong Police, whose serious illness at the Government Civil Hospital has been reported, elicited the information that "he is much the same."

The Third International Congress on life in the village was opened at Budapest recently by Admiral Horthy, the Regent, and was attended by delegates from Great Britain, Italy, France, and other leading European countries as well as by representatives of the United States, Argentina, and Egypt.

## LAST MONTH "DRY"

### ANALYSIS OF THE WEATHER RETURNS

#### JUNE HOTTER THAN USUAL

No wonder last month was "dry." The extract of meteorological returns issued by the Royal Observatory show that rain was recorded only on 13 days of June, and only on one occasion, the 25th, that the rainfall exceeded one inch. Comparative figures are:—

	No. of Days	Inches of Rain
Observatory, Kowloon	13	4.195
Botanical Gardens	17	5.31
Matilda Hospital, Mount Kellett	17	3.64
Golf Club, Fanling	14	4.11
Police Station, Tai-po	14	4.07

The average for the Observatory for June is 15.449 inches.  
More Sunshine  
On the other hand, there were only three days in June on which there was no sunshine. The total number of hours is 206.9 against an average of only 164.4.

June generally was a hotter month than usual, as witness:—  
June ..... Max. Mean Min.  
Normal ..... 87.1 82.5 79.4  
Normal ..... 85.3 80.9 77.6  
The highest temperature was 91 degrees on the 12th and the lowest was 74.7 on the 24th and 25th. The lowest reading of the barometer was 29.545 inches at 5 p.m. on the 16th. The maximum gust velocity, as recorded by the Dines-Baxendell anemograph, was 43 miles per hour at 1.51 p.m. on the 28th.

The Danish zoologist, Alwin Pederson, reports that at the bottom of the north-west fjord in Scoresby Sound, East Greenland, there has been found, an extensive ice-free tract of country with an exceptionally rich animal life, especially fox, muskox, and bears. In many places there have been discovered remains of former Esquimaux settlements.

The steamer "Bradburn," which was recently sold by the Leeds Shipping Company, Ltd. (Sir Wm. Reedon, Smith and Son, Ltd., managers), Cardiff, to the Anglo-Celtic Shipping Co., Ltd., Cardiff, has been re-named "Byrnmel."

The Netherlands Government have definitely decided to close down the Naval Yard at Hellevaatsluis on May 1, 1930.

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## POOR MAN'S DOCTOR

### POISON LAW OFFENCES IN VIENNA

Extraordinary scenes of protest were witnessed recently in one of the main streets of Vienna, when Oskar Bohr, the seventy-one-year-old doctor, was arrested and sentenced for offences under the new poison law. An appeal, signed by 16,000 of his patients and admirers, has been submitted to the Ministry of Justice, and many have volunteered to undergo the short term of service in place of the "benefactor of the poor." These words are written on his plate before the house, and are encircled by laurel leaves by grateful patients. Dr. Bohr has consulting hours from 8 a.m. to 4 p.m.; but as early as six o'clock people are lined up outside, and as evening falls there are still patients waiting for treatment. Almost every day he treats from eighty to a hundred sufferers, and in no case does he charge more than one Austrian schilling, i.e., sevenpence, while many of the very poorest get their treatment for even less. His method of consultation seems to invite confidence. Doors are thrown wide open between the waiting rooms and the consulting room, so that incoming patients may see the spirit of trust and comradeship which exists between doctor and patient. Dr. Bohr is a man of exemplary character, and is also highly trained in his profession. Among his poor patients are many war victims, who have become drug fiends in their misery, and it is through prescribing diminishing doses of the drug to heal these people of their craving that the doctor came into conflict with the police authorities.

The name of Dr. John McElney, M.B., B.S. (Edinburgh), of Alexandra-building, has been added to the local medical register.

## YOUNG OFFENDER

### HARD SMACKING ON NEXT APPEARANCE

"The next time you come before me you will be smacked—and smacked hard too," said Mr. C. H. G. Clarke, the District Judge, Singapore, to a fourteen-year-old Chinese boy who was charged with being in possession of a quantity of non-Government chandu. The accused boy, who was quite small for his age, was arrested a few days ago in Japan Street while walking with a small parcel of chandu. In explaining the circumstances he said that somebody had given him the parcel to keep. His Honour cautioned and discharged the boy who was led away by his mother.

When a woman was similarly charged in the same court she claimed trial. Chief Court Inspector Meredith said that he did not think it worth while to proceed with the charge as the Government Analyst had reported that the chandu was worthless being mixed with a quantity of animal matter. The accused was discharged.

## FRENCH ACES

### WILL ATTEMPT NEW DISTANCE RECORD

Paris, June 19.  
Dieudonne Costes and H. Bellemente, famous French aviators, announced to-day that soon they will attempt to establish a new world's distance flight record. On their attempt Costes and Bellemente hope to maintain a speed of two miles a minute. It is probable that the aviators will fly to Tokyo from Paris, making one stop en route. On the first stage of their flight they would attempt to fly beyond Karachi, India, in order to establish a new world's distance flight mark.—United Press.

## ALWAYS COOLING IN THE HOT WEATHER.

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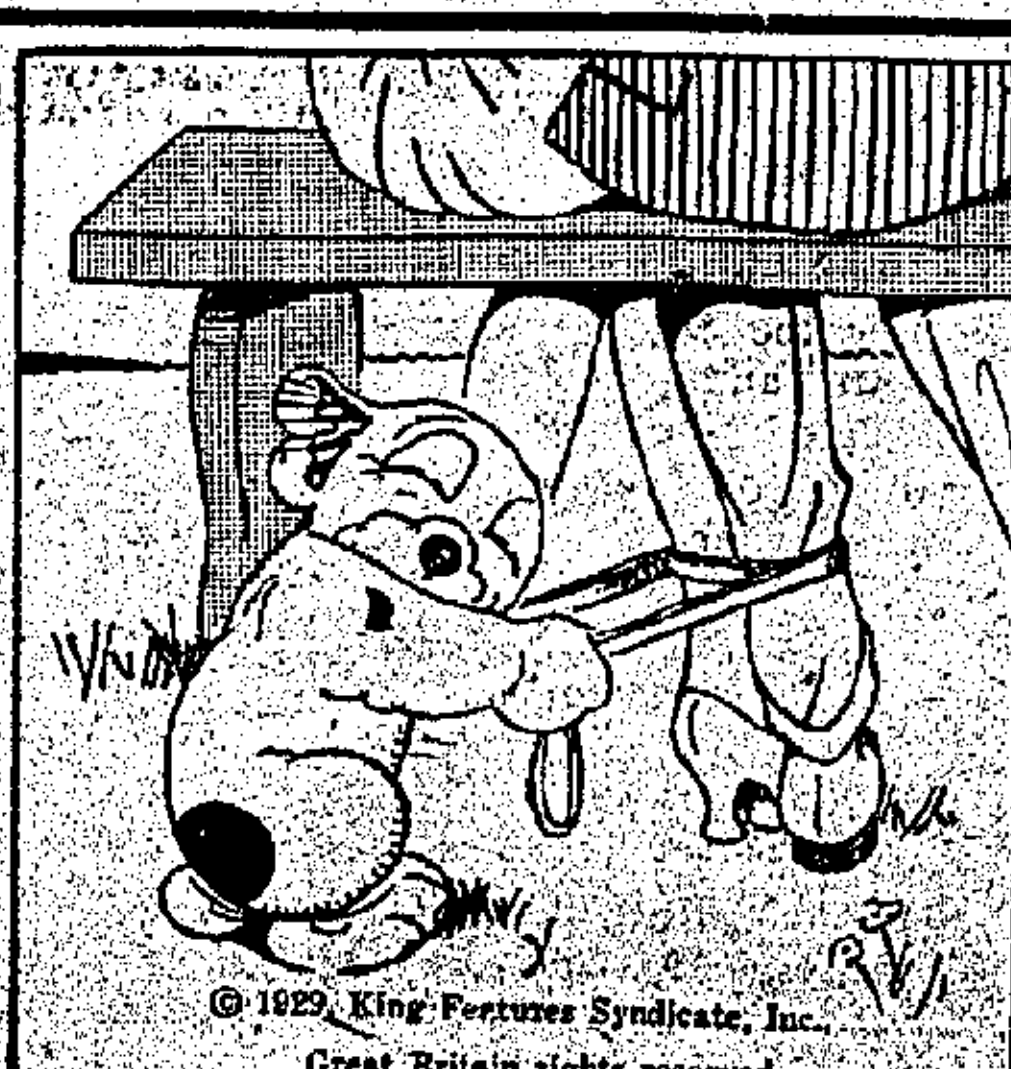
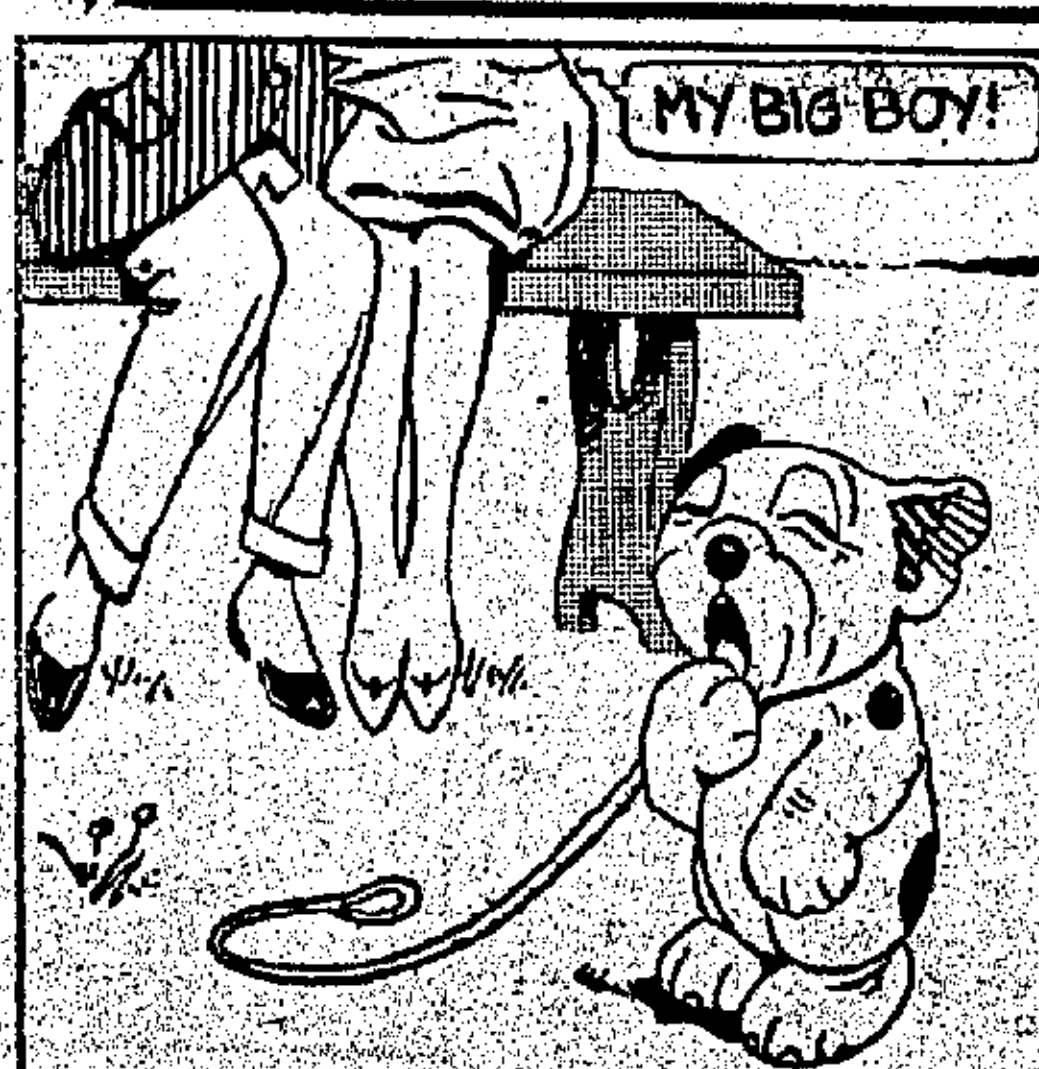
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## BONZO



By George Studdy



# WORLD NEWS IN PICTURES.

## May Run for Governor



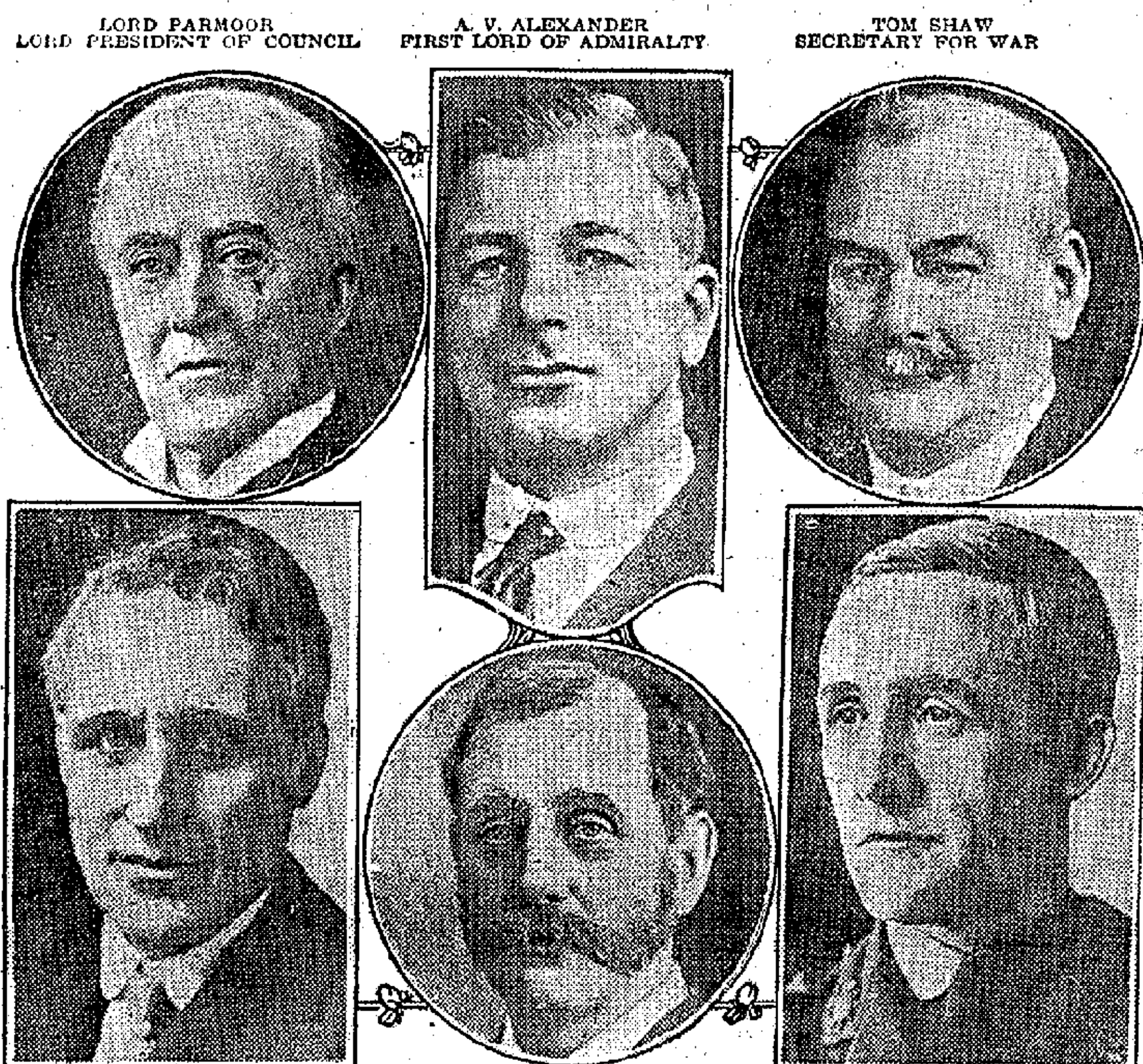
A rumour current in Washington is that James J. Davis, Secretary of Labor, will soon resign from President Hoover's Cabinet to become candidate for Governor of Pennsylvania, his native State.

## Staff of Chinese Aerodrome



(On left)—Mr. Yao Hsieh-ku, Chief of the Aeronautical Bureau of the National Government, making an inspection visit to the Hungjao Aerodrome, outside Shanghai. This photograph of the staff of the Aeronautical Construction Department of the Hungjao Aerodrome was taken after the inspection. Mr. Shen Teh-hsieh, Chief of the Aerodrome, is seen standing in the centre with Mr. Yao (both in civilian clothes).—(Ah Fong).

## New Labour Cabinet



LORD FARMOR, LORD PRESIDENT OF COUNCIL; A. V. ALEXANDER, FIRST LORD OF ADMIRALTY; TOM SHAW, SECRETARY FOR WAR; HON. CHARLES TREVELYAN, MINISTER OF EDUCATION; GEORGE LANSBURY, FIRST COMM. OF PUBLIC WORKS; WEDGWOOD WOOD, SECRETARY FOR INDIA; J. H. THOMAS, LORD TREASURER; SIR JOHN SANKEY, LORD JUSTICE OF APPEAL; NOEL BUNTON, MINISTER OF AGRICULTURE AND FISHERIES; SYDNEY WEBB, COLONIAL SECRETARY; RAMSAY MACDONALD, PRIME MINISTER; SIR OSWALD MOSLEY, CHANCELLOR OF THE DUCHY OF LANCASTER.

## On Board of Trade



William Graham has been appointed President of the Board of Trade to serve in the British Labour Cabinet under Ramsay MacDonald, the new Prime Minister.

## Repudiates Confession



A case which has interested psychiatrists is that of Owen Oberst, the 8-year-old farm boy who is charged with slaying seven members of his family and later burning the bodies in the family home at Eldorado, Kansas. Following a confession of the crime he was sentenced to life imprisonment, but has repudiated his confession and has been remanded for trial by the Supreme Court of Kansas.

## A Gala "Barbecue" Party



## Not Long Now, Kids



The menace to enemy pitchers and the thrill of the kids, Babe Ruth will soon be back in the Yankee line-up. Here's the Big Bam recouping from an attack of "muscular" heart trouble which the doctors say is not serious. It's been rather a dull Yankee team without the colorful Bambino.

## Rumour Busy



Coincident with a popular notion that the Prince of Wales intends to be married in his 35th year, which he reached last month, came a rumour that his name is now linked with that of the beautiful Princess Ingrid of Sweden, above, and that a betrothal is impending. But the rumour was denied.

(On left)—Mrs. Richard Bremer and Mrs. Walter J. Kelly entertained in the latter's lovely garden at No. 139, Route Vallon, Shanghai, in honour of Mr. Kelly's mother and sister, Mrs. M. J. Richmond and Miss Edna Richmond of New York City. The guests indulged in the merriment of old-fashioned barbecues, with an open-roasting pit supplying red-hot refreshments. Mrs. Richmond and her daughter have been visiting Mrs. Kelly and are sailing from Shanghai on August 7 on their world tour.—(Ah Fong).

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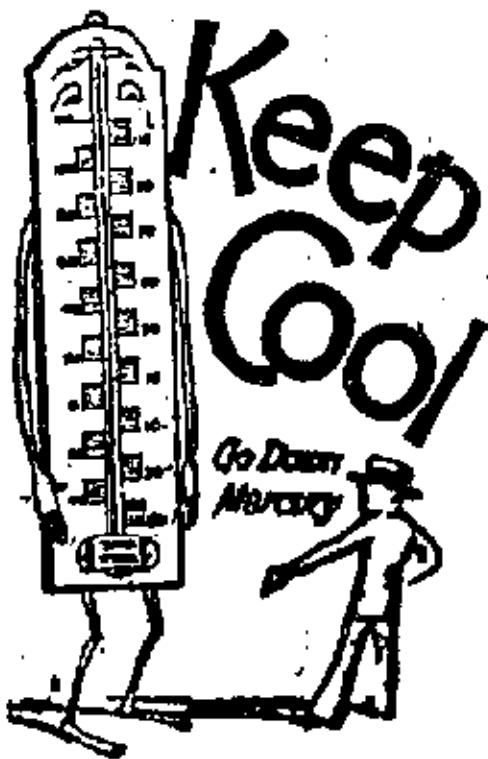


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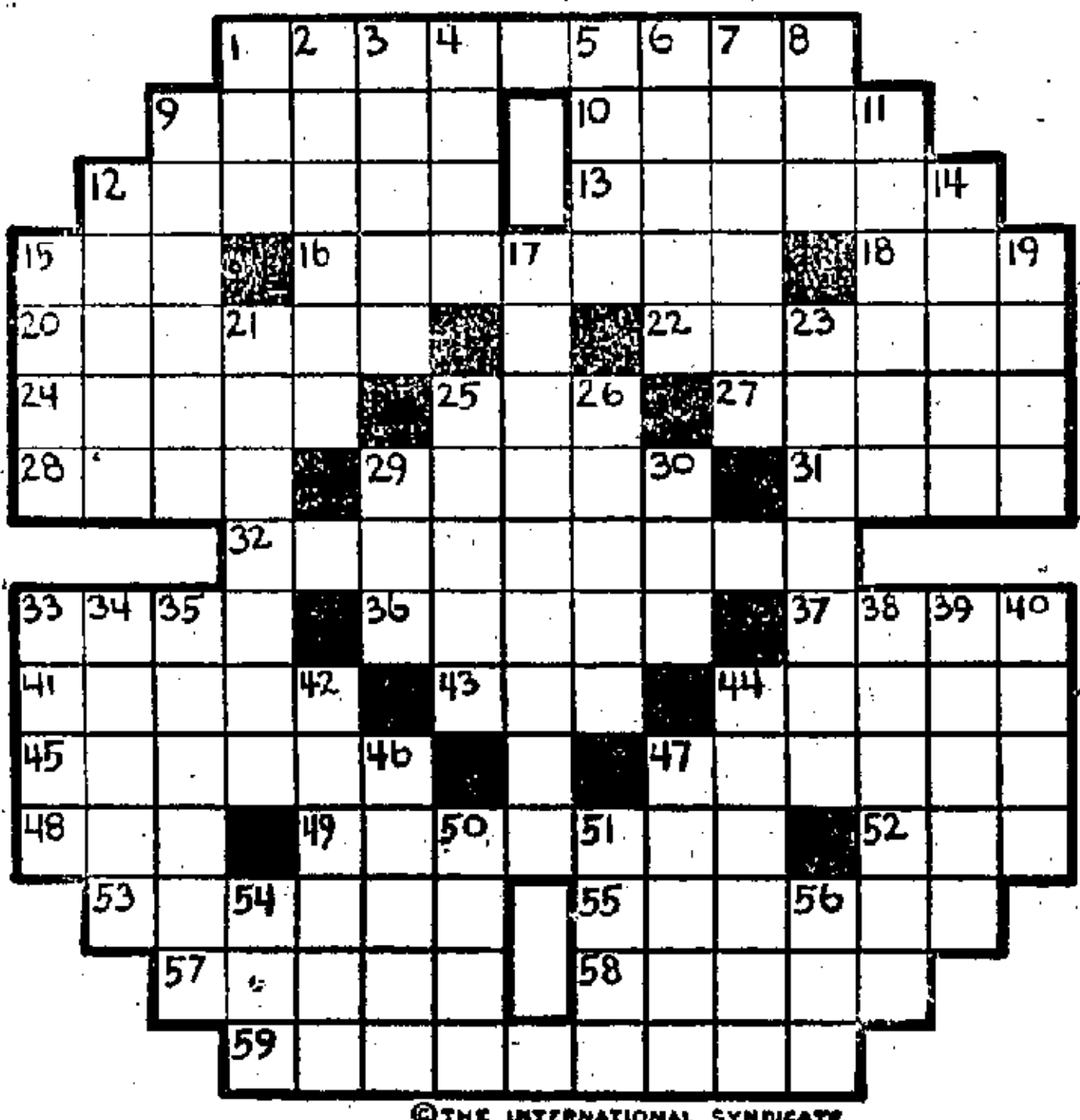
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### DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, place, and alike.)



- |  |   |  |
|--|---|--|
| <b>HORIZONTAL</b><br>1—Germymen<br>8—Appellate<br>10—Offensiveness<br>12—Journey by water<br>13—Cried like a small bird<br>15—Exact<br>16—Pointed instrument of black lead<br>18—Pipe joint<br>20—One who slurs over<br>22—Spring festival<br>24—Shun<br>25—Entangle<br>27—Unit by fusion<br>28—Game of chance<br>29—Icon<br>31—Number of boxes fitted together<br>32—Living beings<br>33—Denuded<br>35—Inscribe<br>37—Western State<br>41—Enfee<br>43—Enemy<br>44—Poetic form of "margie"<br>45—Most fastidious<br>47—The devil | <b>HORIZONTAL (Cont.)</b><br>48—French for "thou"<br>49—Skewered<br>52—Name of an ocean (abbr.)<br>53—War fleets<br>55—Spank<br>57—River embankment<br>58—Volume of maps<br>59—Compensated<br><b>VERTICAL</b><br>1—Practice diligently<br>2—Gathered in<br>3—Earnest<br>4—Gulf between Arabia and Africa<br>5—Mold Indian tribe of Arizona<br>6—Old Roman official<br>7—Saw for ripping boards<br>8—Take supper<br>9—Dose<br>11—Fortitude<br>12—Contrivance for controlling flow of gases<br>14—Papers conveying property | <b>VERTICAL (Cont.)</b><br>15—Sharp summit<br>17—Things brought into being<br>19—Formerly<br>21—Bishop's see<br>23—Affecting the senses<br>25—Quay<br>26—Beast<br>28—Stitch<br>30—Before (Prefix)<br>32—Crooked<br>34—Greek poet and musician<br>35—Pertaining to lineage<br>38—Judicial examinations<br>39—Precious stone<br>40—Place of punishment<br>42—Variant of estivate<br>44—Interfere<br>46—Placed in difficulty<br>47—Suffice<br>50—One who employs<br>51—Watering places<br>54—Abbreviation for "vires"<br>56—Christian name for father |
|--|---|--|

(The solution of the above cross-word puzzle will appear in Monday's issue along with a new cross-word puzzle.)

The Governors of Texas, Oklahoma, and California, have been entrusted with the problem of finding a basis on which an Interstate oil conservation compact would be arranged.

The five-day festivities in honour of the jubilee of Queen Emma's arrival in Holland concluded with a grand mediaeval pageant in the Olympic Stadium, Amsterdam, in which 14,000 persons took part.

### YESTERDAY'S SOLUTION



## THE WORLD OF BOOKS

### QUIET DISTINCTION

FEATURE OF HELEN ASHTON'S NEW STORY

["A Background for Caroline," by Helen Ashton; Ernest Benn, 7/6.]

This book has all the quiet distinction that we look for in Miss Ashton's work. Caroline's background, in her early years, is that of the very respectable and Victorian Bloomsbury of the late nineteenth century before the stately Adams houses were invaded by the Bohemians and students who haunt its squares and paint its dignified rooms with orange and purple. Her father, a nervous lonely scholar, lives with her and she shares his work and interests, unmoved by any emotional stress beyond a pathetic and half-hearted flirtation with a young Irishman who has "a way with him" but refrains from winning her utterly, realising with an uncommon decency and sensitiveness that he could make her happy as a lover, but not as a husband.

The outbreak of war finds her staying with friends in Germany, whence she escapes with difficulty, and returns to London, to find herself restless and insufficiently occupied, so trains as a nurse. While she is in France, she is fascinated by, and gives herself to an American doctor, who leaves her without a word. It is not until her late marriage that she finds happiness which is all too short, but the author leaves her recovering from her overwhelming grief again at peace and in security.

The whole story is told in plain subdued tones, but with its gentle, if sometimes slightly bitter, truth of observation, and its simple but always clear and easy manner of narration, it is artistically and intellectually satisfying.

—M.B.W.

### BOOKS IN BRIEF

["The Heaven and Earth of Dona Elena" by Grace Zaring Stone (Hodder & Stoughton).]

Dona Elena, youngest of seven daughters of a Spanish hidalgo, becomes Mother Superior of the Convent of the Poor Marys in San Juan of Hispaniola. Father Algay, co-worker in the convent, feels himself in her presence still the rude peasant boy before the great lady. Yet he insists on regular examinations of her spiritual life and reckonings of the progress of her

soul, which she is reluctant to relate. To her, he fears, will never be revealed, the real vision of Christ. And then suddenly one morning there appears at her window a strange English Captain, who has been attracted, he explains, by the suavity of her voice. So it begins, this drama, which before it ends, will bring the buccaneer again to her window over a pathway of blood; which will clothe Father Algay for once in the majesty of a role that is too heavy for him; which will lead Dona Elena, through struggle with invading love, to achievement of the heavenly vision.

["White Shadows in the South Seas" by Frederick O'Brien (Illustrated), Hodder & Stoughton, 3/6 net.]

"White Shadows in the South Seas" is to the reader a journey to fascinating, far-away places; one of the most entertaining travel books published for a long time. It is a tale of cannibals in the farther islands of the far South Seas, told with such colour and reality as to make it seem that the reader has himself seen and felt all that Mr. O'Brien did. Its appeal is not only to the readers of travel books, but also to the thousands of fiction readers who delight in books of facts that are presented with the dramatic intensity and narrative swiftness of a novel.

["Mystic Isles of the South Seas" by Frederick O'Brien (Illustrated), Hodder & Stoughton, 3/6 net.]

In "Mystic Isles of the South Seas" Frederick O'Brien brings vividly before the delighted reader the best known of the French Pacific Islands—beautiful, perfumed Tahiti. This book is more than a marvellous travel story. It combines humour and romance with the narrative drive, the lyrical phrase and the dramatic suspense of a masterpiece of fiction. It is a book of that happiness for which human beings long: a simple, sun-warmed existence, with time to dream, time to live, to think, to feel, even time to play. To read "Mystic Isles of the South Seas" is to enjoy a most refreshing experience.

### SOME COMING BOOKS

DENIS MACKAIL'S LATEST VENTURE

"Another Part of the Wood" is the title of a forthcoming novel by Mr. Denis Mackail, whose "Greenery Street," in Chelsea, is well-known.

No wood is mentioned in the story, and yet the title is a kind of quotation—a quotation from the unknown writer who added the stage directions to Shakespeare's "Midsummer Night's Dream." Mr. Mackail's novel is appearing with Hodder and Stoughton, who also promise tales by Mr. Phillips Oppenheim and Mr. Alfred Tressidair Sheppard.

Mr. Oppenheim's is "The Treasure House of Martin Hews" and Mr. Sheppard's is "Queen Dick," one of the nicknames given to Richard Cromwell.

### FRENCH WAR NOVEL

AUTHOR KILLED AT ST. REMY

Mr. Havelock Ellis and Mrs. Anne Douglas Sedgwick have "discovered" a French novel of the Great War, which the Constables are to publish in English. It is called "The Wonderer," and was written by a then unknown Frenchman, Alain Fournier, who was killed after, at St. Remy. Many chronicles of the war were written by the youth of France who fought in it, and many of them were forgotten. Fournier's story survived and slowly emerged into fame, perhaps, as Mrs. Sedgwick says, because it is a "gentle but terrible dream that colours one's experience for ever."

### EARL HAIG'S LIFE

SIR F. MAURICE RESIGNS POST AS BIOGRAPHER

A new biographer of the late Field-Marshal Earl Haig will have to be found.

On February 1 this year Lady Haig stated that she had entrusted the biography of her late husband to Major-General Sir Frederick Maurice. Recently she announced that, to her great regret, Sir Frederick had felt compelled to resign the task and had returned all the material which had been placed in his hands.

Sir Frederick, who was Director of Military Operations on the Imperial General Staff from 1915 to 1918, said that he was not able to spare the time for the work.

### QUEEN ANNE

RECREATION OF HER ATMOSPHERE

"As dead as Queen Anne," the saying goes, but Mr. Lewis Melville thinks it untrue, like most common-places. Therefore, in his supply to us of historical memories, he turns to "The Days of Queen Anne," in a volume which Hutchinson is to

publish. He endeavours, by means of a number of individual biographies, to re-create the atmosphere of the times of Queen Anne. His celebrities are not, perhaps, so familiar as some he has written about at other times of British history. That, however, makes them fresher, and he insists that "Queen Anne is very much alive."

### PIRACY IN 1695

SEIZURE OF "WORCESTER" AT LEITH

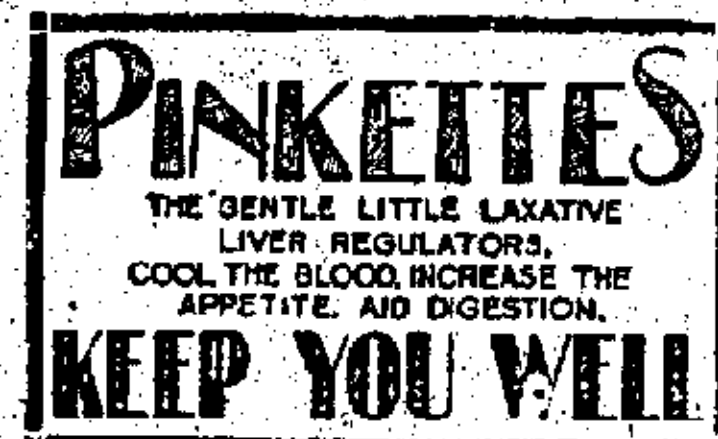
Away back, in the far year 1695, Scots merchants tried to break into the English trade overseas, and this created much ill-feeling. Incidentally it brought about the tragedy of the Worcester, an English ship freighted for India by Thomas Bowrey, an important East India merchant. She was seized at Leith in reprisal for the earlier seizure of a Scots ship, but she was not an East India Company's ship.

A case for piracy was organised against the Worcester, and all the light on these affairs was dependent on the Scottish evidence until now when Thomas Bowrey's papers have come to light and are being edited by Sir Richard Temple, for a book which Ernest Benn will publish.

### To be Happy Though Hot

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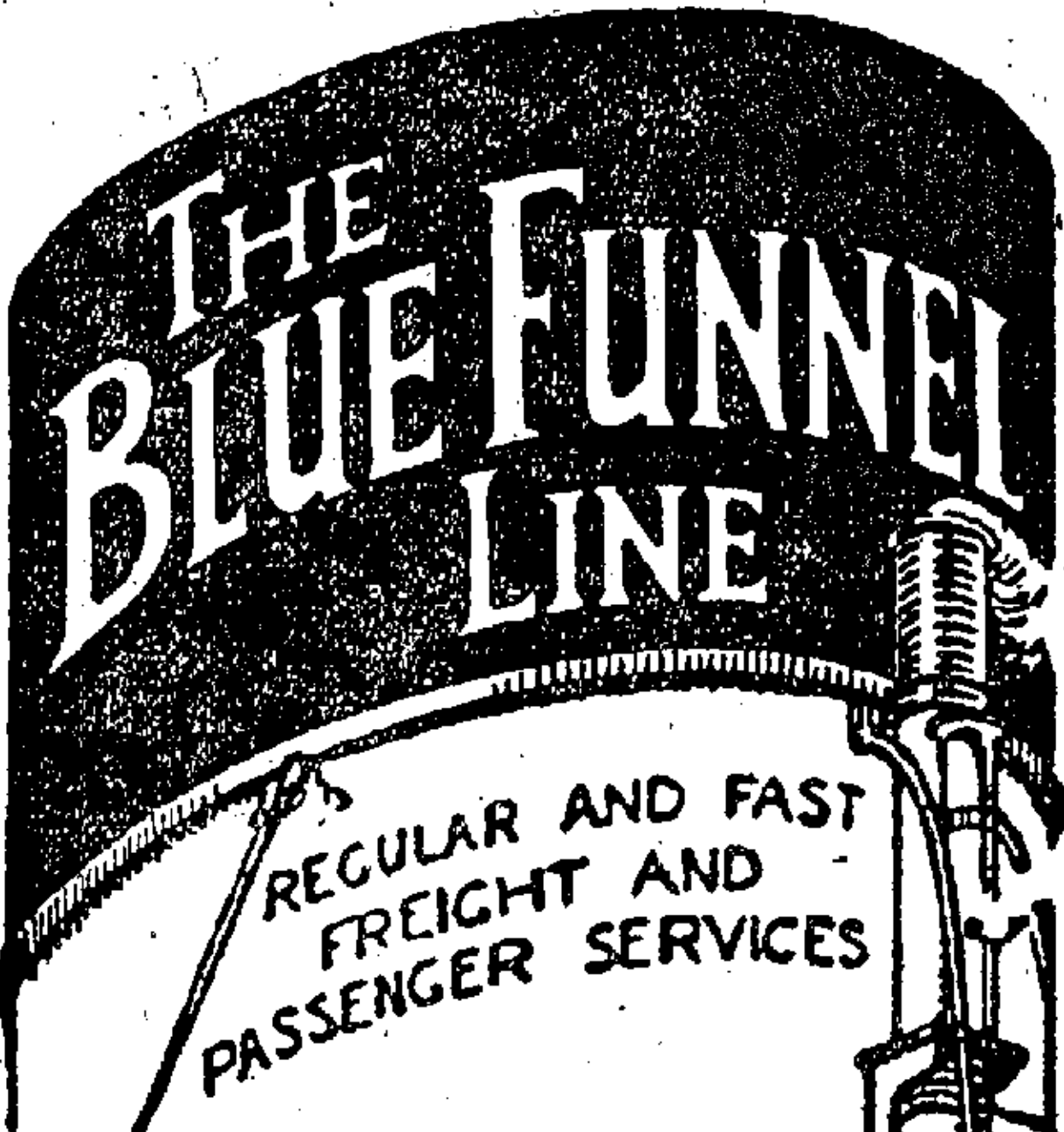
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## PACIFIC SERVICE.

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"IXION" 1st Aug. Victoria, Vancouver & Seattle  
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## INWARD SERVICE.

"PHEMIUS" Due 14th July For S'hai, Moji, Kobe & Yokohama  
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## INWARD MAILS.

From	SATURDAY, JULY 13.	Per
Shanghai and Swatow .....	Sinkiang	
U.S.A. (San Francisco, 14th June), Honolulu, Japan and Shanghai .....	President Johnson	
Europe via Negapatam (Letters & Papers, London, 18th June) .....	Benalder	
Manila .....	President Taft	
MONDAY, JULY 15.		
U.S.A. (San Francisco, 21st June), Honolulu, Japan and Shanghai .....	President McKinley	
TUESDAY, JULY 16.		
Straits and London, Parcels 6th June .....	Philoctetes	
Straits .....	Kidderpore	
Japan and Shanghai .....	Andre Lebon	
Saigon .....	Chenonceaux	
THURSDAY, JULY 18.		
Australia and Manila .....	Kaga Maru	

## OUTWARD MAILS.

For	SATURDAY, JULY 13.	Per
Straits and Calcutta .....	Kamsang	
Amoy .....	Parcels .....	July 13, 4 p.m.
Manila .....	Letters .....	5 p.m.
Formosa via Amoy .....	Anking .....	5 p.m.
Bangkok via Swatow .....	President Johnson .....	5 p.m.
Swatow, Amoy and Formosa .....	Batavia Maru .....	5 p.m.
MONDAY, JULY 15.		
Haiphong .....	Kwangchow .....	9 a.m.
Swatow .....	Hozan Maru .....	9 a.m.
Japan, Honolulu, U.S.A., Canada, C. & S. America and *Europe via San Francisco .....	Canton .....	1.30 p.m.
Shanghai and *Europe via Siberia .....	Hydrangea .....	2.30 p.m.
Manila, Australia & New Zealand via Thursday Island .....	Tai Ping	
(Due Thursday Island, 27th July.)		
Parcels .....	Registration .....	July 15, 3 p.m.
Letters .....	Registration .....	July 15, 4.15 p.m.
Letters .....	Registration .....	July 15, 5 p.m.
Letters .....	Registration .....	July 15, 6 p.m.
Letters .....	Registration .....	July 15, 6 p.m.

\* Superscribed correspondence only.

## Investiture At University



In the Great Hall of the University yesterday afternoon for the investiture. H.E. the Governor (Sir Cecil Clementi, K.C.M.G.) and Lady Clementi are in centre of dais. Mr. Li Yau-tsun, C.B.E. and his supporters are in the left of photo, Lt.-Col. L. G. Bird, D.S.O., O.B.E. (Military division) on right; and Mr. P. J. Julian, I.S.O. on extreme right.—(A. Fong).

## TEN DAYS UP IN THE AIR

FLIGHT ENDS  
"ANGELENO'S" WONDERFUL ENDURANCE EFFORT

## A NEW RECORD

Los Angeles, Yesterday. The "Angeleno" (Mendell and Reinhardt's machine) has now flown over 225 hours, beating the previous record by two days and two hours. The airmen are sleeping alternately four hours, and feeding on hot coffee, rolls, and chicken.

It is now a question of whether the men or the machine will break down first. The fliers report that the engine, which is of 200 horse power, and has 675 flying hours to its credit, is becoming a bit noisy.

Flight Ends Later. The "Angeleno" has landed. The flight lasted 10 days, 6 hours, 44 minutes, compared with the previous endurance record of seven days, 6 hours, 59 minutes.—Reuter's American Service.

## OPIUM SEIZURE

NOT PART OF LARGE HAUL AT SHANGHAI

## ECHO OF FORMER SCANDAL

Shanghai, Thursday. Leading officials of the National Government deny knowledge of the report that the opium seized at San Francisco from the luggage of the wife of a Chinese Vice-Consul the other day is a part of the large consignment of drug smuggled into Shanghai by a powerful syndicate several months ago, when some officials were involved in a heated controversy, after which the case was quietly dropped, in spite of public and press protest.—Nan Chung Kuo News Service.

Chinese Minister's Request Washington, Yesterday. The Chinese Minister (Dr. C. C. Wu) has requested the State Department to hand over Mrs. Kao Ying (wife of a Chinese Vice-Consul at San Francisco) to the Chinese authorities for trial. It is understood that Mr. H. L. Stimson (State Secretary) will refuse the request.—Reuter's American Service.

## STRANGE CALLERS ON MR. A. HENDERSON

ONE ARMED DEMAND TO SEE SECRETARY FOR FOREIGN AFFAIRS

## QUEER AFFAIR

London, Yesterday. Two strange men, one alleged to be armed, called at a hotel in Westminster where Mr. A. Henderson (Secretary of State for Foreign Affairs) is staying, and endeavoured unsuccessfully to see him.

An armed policeman was, later, posted outside the hotel. Mr. Henderson was entertaining friends in an upper flat when the visitors arrived separately and demanded to see him.

The porters' suspicions were aroused on seeing a revolver in possession of one of the callers, both of whom were tactfully advised to go to the Foreign Office "where Mr. Henderson conducts official business."—Reuter.

## PARCEL POST RATES

A regulation has been made by the Governor-in-Council in regard to parcel post rates and insurance (fees and limit accepted) from Hong Kong to Canada, Dutch East Indies, Norway and Spitzbergen, Union of South Africa, South West Africa Protectorate, Transjordan.

## SHAUKIWAN RECLAMATION

The Government intends to continue the reclamation at Shaukiwai, the area being approximately 2.2 acres, with a protective wall and slope.

## EDUCATION BOARD

Mr. A. el Arculli has been re-appointed a member of the Education Board for a further term of two years.

Falling from the roof of No. 1, Temple-street last evening, Wong Yut (26) of No. 7, Temple-street was killed instantaneously. The body was removed to the Kowloon Mortuary. It is not known whether the man fell accidentally or whether it is a case of suicide.

## "ENOUGH AS GOOD AS A FEAST"

FRENCH CHAMBER M. POINCARÉ'S ELOQUENCE ON FRANCE'S WAR DEBTS

## GRACEFUL TRIBUTE

Paris, Yesterday. M. Poincaré (the Premier) spoke in the Chamber for three hours this afternoon without fatigue. He offered to speak for another three hours in the evening, but the President of the Chamber tactfully interpreted the opinion of the Chamber that "enough is as good as a feast."

The Chamber thunderously cheered the graceful gesture of M. Herriot who, during a dialectical duel with M. Poincaré, remained standing.

The Premier requested his adversary to be seated, but M. Herriot declined with the words: "You are a man who should be heard standing."

M. Poincaré will resume his speech on the 16th instant.—Reuter.

## KWANGSI DEBACLE

BUT EX-BANDIT COLONEL IS DEFIANT

## GOVT. TROOPS PURSUE HIM

Canton, Yesterday. As reported yesterday, the entire (pro-Kwangsi) army of Hsu King-tong, that is, what was left of it after the many defeats it has met since the beginning of the trouble, has surrendered to the Government forces after the usual formalities for terms of surrender having been gone through. According to the latest despatch, Yuan Ha-kau, a notorious ex-bandit chief serving under Hsu King-tong, as a battalion commander, has escaped with several hundreds of men to Tze-kam, with the Government troops in pursuit.

## Garrison Changes

In view of the end of warfare in the North-east districts, the Commander-in-Chief (General Chan Chai-long), according to well-informed circles, proposes to draft strong-bodied enemy troops to complete the different Government units and have the rest despatched to Canton, to station General Chai Ting-kai's battalion to recall General Chen Wei-yuan to station in the Swatow district, and General Heung Han-ping to guard the West River, leaving a battalion of his troops to co-operate with Commander Yip Siu to suppress the bandits and Kwangsi stragglers on the Kwangtung and Kiangsi border, and to station Commander Yip Siu at Nanking.—Canton News Agency.

## Kwangsi Province Normal

Wuchow, Yesterday. Kwangsi province has returned to normal conditions and latest reports from Pinglo and Kweilin indicate that the Yunnanese and Hunanese invaders, under Fan Shek-sang and Ho Chien, respectively, have quietly withdrawn from these districts. General Wu Ting-yang, commander of the 1st division of the Kwangsi ("rebel") army, while not resisting the advent of pro-Government troops from Hankow, who are natives of Kwangsi, have politely but firmly advised the Yunnanese and Hunanese to depart, under threat of forcible repulsion.—Nan Chung Kuo News Service.

## CHINA & CABLE CO.'S

Shanghai, Thursday. The National Government is considering the possibility of granting no further concessions to the Great Eastern and the Great Northern Telegraph companies upon the expiration of the agreements next year, according to word received here.—Nan Chung Kuo News Service.

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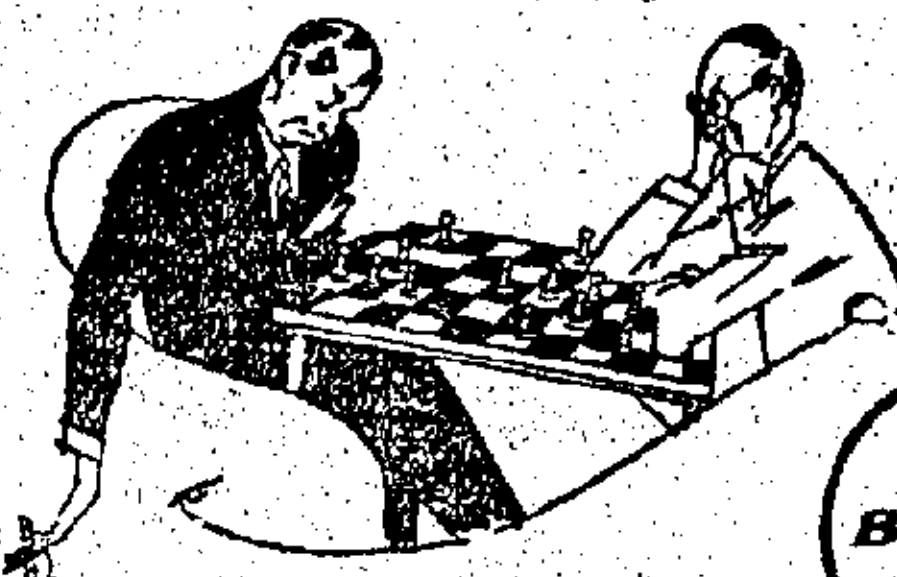
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